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Hongkong Telegraph

FOUNDED 1861
No. 21,399

六拜禮

號二月一英港香

SATURDAY, JANUARY 2, 1926.

日八十月一十

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53A DES ANNUAL

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THE DRAGON MOTOR
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HAPPY VALLEY

DISASTROUS HONGKONG HOTEL BLAZE.

TWO MILLION DOLLARS DAMAGE IN NEW YEAR CALAMITY.

EIGHT-HOUR BATTLE WITNESSED BY THOUSANDS.

BRITISH BLUEJACKET'S FATAL FALL.

New Year's Day 1926 in Hongkong will for long be remembered because of the calamitous fire which occurred in the Hongkong Hotel, as a result of which greater part of the building was gutted and practically the whole of the remainder of the interior ruined by the deluge of water which was eventually poured into the premises. Ranking as the greatest fire which has ever occurred in the heart of the European portion of the City, the conflagration, which broke out at about eight o'clock in the morning, raged until well past two o'clock, the two top floors of the building being wholly fire-swept, large portions of lower floors being also involved.

The Hongkong Hotel—the pulse of the Colony's social life—is, at the moment, mostly a gaunt and charred skeleton and the whole of the foreign community has been deeply affected by the destruction. It is with regret that we have to record the death of a brilliant British bluejacket, A. B. Batchelor, of the S. Hawkins, who lost his life while assisting in the work of fire-fighting. There were other fatalities of more or less serious nature, whilst the loss of property must run into extremely large figures.

A full and detailed account appears below:—

The fire actually broke out shortly after 8 a.m., and was caused, apparently by the fusing of some electric wires in the lift shaft. At least it is conjectured that this was the origin, for the first thing noticed was that fire had started in the shaft, just by the ground floor level. One of the lifts caught alight, but the lift boys and others engaged in the lounge were very active in endeavouring to put this fire out and appeared to have everything under control when the alarm was given that fire had broken out on the fifth floor level. Flames must have crept unobserved up the lift shaft and ignited the woodwork at the top. The shaft acted as a chimney for the flames and within a short while after this the roof and upper floor became well afire, with flames spreading both downwards and outwards. Fanned by the current of air which they themselves were creating, the flames spread with almost alarming rapidity.

The Europeans handling a hose at the top had an impossible task since, it appears, as branches had been taken off the same main on every floor and while each branch was robbing the other, no water at all was reaching the top.

The first warning of fire, received at the Central Fire Station, was received at eight minutes past nine o'clock when the Hongkong Hotel Alarm sounded and a message was received from the Hotel by telephone. Two appliances were immediately sent, arriving on the spot before ten minutes past. Meanwhile, two further appliances were sent from the Central Station and No. 3 from Wan Chai and No. 3 from West Town were also dispatched.

Immediately it was known that the height of the building was the height of the building, the fire was not extinguished.

He made his exit by way of the back stairs, and remained on duty close at hand all day for assistance to any possible casualty cases.

Residents of the Hotel, most of whom knew of the fire between 8.15 and 8.45, had to make a hasty retreat and although some of them left in night attire with dressing gowns or overcoats around them most of the people were able to leave fully clad and to get their personal effects out with them. Generally speaking, the behaviour of the "boys" and servants was excellent, and terms of the highest praise are used when describing how they assisted residents to pack and get boxes and packages down to the street. Mac's Cafeteria was used as a depot for large quantities of effects.

An Awesome Sight.

It was a little after nine o'clock that the flames first made their appearance through the roof at the top of the lift shaft and from there on they spread with alarming speed. By 9.45 fire could be seen raging in the top floor bedrooms right from Des Voeux Road to about six rooms on the other side of the lift shaft. It was exactly at 10 o'clock that flames came bursting out of the Des Voeux Road Pedder Street corner, top floor, and by this time a great shaft of flame, twenty feet high, was shooting up into the air from the centre of the building—an awesome and fearsome sight. A resident on the upper levels says that, as it was a very still morning, a great column of smoke went pouring up out of the building straight for fully 800 feet, and that slightly eastward of the centre a mass of flame made a lurid splash of colour. The fire could be seen from every point of vantage in the town. By 10.30 the Pedder Street front indicated that the building, practically from end to end was involved, and it was only a question as to how far it could be prevented from descending down to the lower floors.

Of course, the alarm had been given in every possible quarter by this time. The Captain Superintendent of Police (Mr. P. P. J. Wodehouse) was an early attendant and it was just after 10 o'clock that a detachment of blue-jackets came hurrying up, and they were immediately set to work clearing the building of anything that might add to the flames. The furniture out of the grill room, the lounges, etc., was moved up to the Queen's Road end, and from the floor higher up, articles of furniture were thrown out in the roadway not with the idea of salvage but more with a view to giving as little to the spreading flames as possible.

Distressing Fatality.

It was later on in the morning that one of the blue-jackets, whilst working on the third floor hacking with a hatchet at a typhoon shutter, was suddenly involved in a burst of flame nearby and, losing his balance, fell head foremost, into the service lane which runs between the hotel proper and its adjacent building (formerly occupied by the Alexandra Cafe). When picked up he was found to be suffering from most terrible injuries to the head and limbs, and although still alive when dispatched to the Royal Naval Hospital, he died shortly after admission. The unfortunate man was one of a detachment sent from H.M.S. Hawkins. He was an able seaman, Batchelor by name, and poignancy is added to the tragedy by the fact that he was discharged

from hospital only the previous day. Dr. Balean and Dr. Morrison were among those who attended him before he was sent away in the ambulance, and their cursory examination revealed breaks in both legs and it was thought a fractured skull.

Just before half-past ten, a party of the East Surrey Regiment came up at the double, armed and in marching kit, and they rendered invaluable service in very many directions, not the least important of which was assisting in the control of the enormous crowds of Chinese who had, by this time, gathered.

The furniture from the grill room and lounge was piled up in Chater Road opposite the C.P.R. offices.

Mr. P. J. Mandelli, the bar manager of the Hotel, received rather severe injuries through being struck on the head with some heavy falling material. He was rendered practically unconscious and was sent to the Government Civil Hospital suffering very badly from shock.

Where everybody worked so well and arduously—once the City's fire fighting resources had been set in full swing—it is obviously impossible to mention the names of many who did particularly fine work, but at one stage of the fire, when the blaze was at its fiercest, those who were watching its progress from Union Building, noticed that Fire Officer Condon had got up to the level of one of the lighted floors and was playing with a powerful jet right into the heart of the flames. The watchers from Union Building could feel the heat of the flames even where they were standing, and they are particularly loud in their praise of Officer Condon who was working magnificently at a spot where the heat must have been intense. Later in the morning he had the misfortune to slip in the water-logged gutter of Des Voeux Road and sustained a deeply cut wrist, which was attended to by members of the St. John Ambulance Brigade.

The Fire Fighting.

Fire Brigade appliances were got to work from the Queen's Road end of Pedder Street, from two sites in Des Voeux Road, and hoses were eventually run up the outside of the hotel as well as into the ground floor and up the stairs. At one time during the course of the morning, a hotel occurred at the corner of Pedder Street and Queen's Road Central, one of the hydrants failing to operate and a wild shooting ninety feet into the air from another part of the road. Many of the spectators in the immediate vicinity received an unexpected drizzling. Messrs. Jardine, Matheson's building, across the street, was used as a vantage point by the firemen and hoses were run up the outside and by way of the lift shaft to the roof, from which streams of water could be directed straight into the heart of the fire. The building happens to be in scaffolding and this afforded useful rests for the nozzle. The Government Fire floats, lugs, including the Henry Keiskie from Kowloon Dock and other boats got to work along the Praya Vell, and by the time the morning was well advanced a tremendous quantity of water was being poured into the building from all points. Firemen, and men of the Navy, worked at considerable personal risk directly from the roof of the hotel, only giving way as parts of the roof ahead of them caved in. By early afternoon it could be seen that the fire fighters were winning and it says much for human energy that the whole of the interior of the building was not completely gutted. On the Des Voeux Road side the fire went as low as the second floor, but the concrete roof of the grill room prevented the flames from descending lower. Further up Pedder Street, the flames came lower to the first floor but only on a small point. The whole of the fifth and fourth floors of the building were gutted and the Des Voeux Road side of the hotel, the other bedroom floors, have been fire swept. Water, of course, flooded the grill room and the bar, and Messrs. Cook's office below. On the Queen's Road side of the main lifts, the second, third and

CANTON FIRE.

THIRTY HOUSES DESTROYED.

A disastrous fire occurred in Canton on Wednesday at 6.30 o'clock in the morning at Cheong Sau Main Street, with the result that over thirty houses were burnt down, three people were killed and four more or less badly injured.

It is said that the fire started from the kitchen of a confectionery and pastry shop, and that the blaze in a short space of time burnt through the roof and spread to adjacent houses. The inmates of the houses being still in bed, were awakened by the density of the smoke, and found the stairs were on fire, compelling them to make their escape by jumping from the verandahs of the first floor. Three of them died from suffocation and four were injured when jumping into the street from the verandahs.

WORLD WIRELESS.

MARCONI'S LATEST SCHEME.

London, Jan. 1.
Marconi announces the conclusion of an agreement with the Post Office enabling the company to conduct services in the further European countries and all foreign countries, outside of Europe in addition to the four European and United States services already operating. This will enable the company to proceed with the establishment of a worldwide wireless service.

The Directors opine that the new services between Britain, Canada and South Africa will be ready for working in April and between India and Australia in mid-August. The company is also constructing stations to connect Portugal and her Colonies and linking up Portugal with the rest of the world.—Reuter.

Damascus, Jan. 1.
The notorious rebel leader, Hassan Kharrat, who lately announced that he had detailed forty men to decapitate Mr. de Jouvenel, was killed in a fight outside the city.—Reuter.

fourth floors have been gutted for about half-way along the corridors, but the new wing, in which is situated the roof garden, the dining room, and Mac's Cafeteria has escaped. The men's department of Messrs. William Powell, Ltd., and the ladies department of Messrs. Lane Crawford, Ltd., have both suffered tremendously from water. Large quantities of stock have been virtually destroyed. The jewelry department of Messrs. Lane, Crawford and the Hotel Garage have, in common with other portions of the new building, escaped.

The Insurance.

We learn that the total insurance taken out by the Hotel Company is just over \$3,500,000. Of this sum, \$2,000,000 is on the actual but \$1,500,000 is to cover the rentals of the bedrooms and premises occupied as shops, etc., on the ground floor. The furniture, fixtures and fittings are insured for \$450,000 whilst lifts, machinery, etc., are insured for \$150,000. The policy is, we understand, in the name of the Far Eastern Insurance Company Limited, but there was much inter-company re-insurance in connection with it, so that liability is spread over many companies.

Of course, the above insurance does not cover the value of the lost personal effects of residents, many of whom had no personal insurance on their goods.

To-day's Scene.

This morning the interior of the Hotel presented a 'deplorable scene, and firemen were still playing on the smouldering ruins. Even on the first floor, the drawing rooms and grill room were bare of furniture and the walls drenching with blackened water. Two lifts at the bottom and one about half-way up the shaft are just charred steel skeletons.

Bulls and Inners

From the Office Butts.

This idea of producing rain may be all right, but there's a being rigorously enforced in Am-fortune awaiting the man who erica, they'll always be able to can get gin from the atmosphere—fall back on dry gin.

In the Hongkong v. Ceylon Civil Service Interpart, the latter Colony now leads by 5 to 1.

So far no-one has described Portugal's football win against Scotland as a triumph of port wine over whisky.

If you wish to exchange money for experience, try Lee House Street.

A lady writer declares that mischief causes dimples. Trust a woman to put the cart before the horse.

Hongkong may have its shortcomings, but it at least can be said that recently it presented a striking appearance.

An untidy lady these days is one whose ears show through.

Amiable restraint has been shown by the A.D.C. and the Philharmonic Society by not insisting on plays with a banquet in the second act.

We should like to hear this local lady who says she can play golf better than a man.

These are the days when more than Scotsmen make their collars do another day.

There's weight in the argument for the taxing of fat men.

Did it ever occur to you that Samson was the first person to get his hair bobbed?

In the good old days a young man used to meet his future wife at a church function. Now it's usually at the barber's.

A local barrister's voice is said to have made a lady witness ill. She ought to be thankful she won't get his bill.

This Week's Book.—"Another Milestone," by Minnie Ovgem.

The Legislative Council has approved a vote of \$2,500 for the training of probationary shroffs. We always thought it was instinct.

Next thing we know, they'll be sending them to Scotland to graduate.

"The Lady With the Deaf Ear" is the title of new novel. These telephone girls are always in the limelight.

The corset is coming into style again. Of course it may not stay.

Future climbers to the top of Taimoshan will receive the Order of the Garter.

Motor fatalities are decreasing, says a Home paper. Probably because there are now so many cars that they can't go fast enough to kill the pedestrians.

Local opticians are said to be doing good business. Let's hope for their sakes that skirts remain where they are.

These Fanling drag hounds remind us that we had a good hunt for oysters in our soup yesterday.

Talking of hospitals, this claim for the right to be born in Kowloon must, of course, be regarded as another sign of democracy.

Henry Ford has now become a champion of dancing. He's already taught hundreds of pedestrians new steps.

A man, who used to do crossword puzzles is now trying to understand the French financial proposals.

In the event of Prohibition being rigorously enforced in America, they'll always be able to fall back on dry gin.

When a Hongkong man gets the idea into his head that all the women are in love with him, he usually ends by being a confirmed bachelor.

Honesty is the best policy, but it doesn't always apply in the case of motor insurance.

Stay out all night and you are generally all in the next morning.

Yeast is recommended as a good thing to eat. It can at least be said that it might make one rise and become well bred.

If the Government were really serious about draining swamp lands in the New Territories, it should provide for at least a thousand more golfers.

The devil is to pay when a man gambles in shares.

On the approach of the New Year, it seems likely that China is contemplating some new revolutions.

Constant Reader: The best type of holder for cumshaw cigars is a dustbin.

If the brotherhood of man idea ever gains much headway in China, it will have to be between assassinations.

Literature is too often a pompous way of saying something everybody knows.

An attractive label these days often means a muzzy head in the morning.

The last of the Government reports for 1924 are just out. They are well written and are a handy size for shaving paper.

Our fur-bearing animals would feel more comfortable if they had some hair from the knees down.

The chief difference between the sexes to-day is flesh-coloured stockings and chromatic hankies.

Things would be better between Hongkong and Canton if their were less friction—and less friction.

Always tell the truth; then you don't have to remember what you said.

Some drivers may be entitled to liberty, but certainly not license.

Some of these young things would look less spirituelle if they wore more material.

Some people are never content. We overheard two Peak lads grumbling because they hadn't got into hot water during the Festive Season.

We sympathise with the Tom cat who strayed from his home during the Festive Season. We hope he hasn't caught a cold on his mewous membrane.

Local Scotsmen will be grateful to the Daily Press for so opportunely announcing on its poster of the 31st ult. "Exit 1925."

Fanling huntmen are not dancing this year, on the grounds that the golfers in their neighbourhood already Hunt Balls.

An Association has been formed for the preservation of the Scots' tongue. We believe the correct pronunciation is as bad as the smell.

The gentleman in evening dress who was seen holding up a lump post on the Peak this morning, has since been accused that there was no immediate danger of it falling on him.



The Man who
Appreciates Something
"A Little Better"
Always asks for
CASCADE!

The distinctive flavour, its
purity and healthful prop-
erties appeal to men who
know.

Not the cheapest beer on
the market but—"The Beer
without a Peer"

NOVEMBER FOX TROT RECORDS

- { Red Hot Henry Brown—With Vocal Chorus.
She's Drivin' Me Wild.
- { Underneath the Yum Yum Tree.
Why Is Love?
- { Somebody's Crazy About You.
Charleston Baby O'Mine.
- { Cecilia—With Vocal Chorus.
I Can't see the Beautiful Sea.

Hear these Records, and get your Compete
November Catalogue.

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a household word in this Colony and
the Outports on account of the
universal satisfaction which our work
gives.

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we trust that you will give us an
opportunity of pleasing you.

Prices Moderate.

You may send your clothes, etc., to be dry-cleaned with
all confidence to—

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THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

HONGKONG UNIVERSITY.

RESULTS OF MATRIC. AND SENIOR EXAMS.

A Small Honours List.

The Registrar of the University,
Mr. L. Forster, forwards the fol-
lowing lists of examination results
for publication, subject to the ap-
proval of the Senate:

Matriculation Honours.

St. Joseph's College.—Francisco
J. M. Jorge, Ker Hong-lee (Dist.
French).

Diocesan Boys' School.—John
Pau (Dist. Physics).

Matriculation Passed List.

St. Joseph's College.—John V.
Braga, Basil Fung, Ho Suk-ye,
Francisco J. M. Jorge, Ker Hong-
lee (Dist. French), Mok Yek-jun,
James Khoo Siew-boon (Dist. Bi-
blical Knowledge).

St. Stephen's College.—Chau
Chik-nin, Ip Ching-yu, Jao Yu, Koh
Peck-ching (Dist. History and
Mechanics), Lee Shiu-kau (Dist.
Higher Mathematics), Leong Kam-
leng, Li Ching-wa, Lim Baw-
chuan, Sun Chih-fuh, Wan Yew-
hing, Lee Hua-kek, Lee Hua-shai.

Queen's College.—Kwok Ho-nin,
Kwong Sik-kwong (Dist. Physics),
Lam Ka-man, Lee Pui-tong, Lo Chi-
chia (Dist. Physics and Trigonome-
try), Tam Yick-tong, Tso Po-
shum, Lo Cho-chi, Poon King-
wong.

Diocesan Boys' School.—Kwan
Che-yiu, George Samuel Ladd,
Lee Hong-sung, John Pau,
(Dist. Physics), Arthur A. Peed,
Edmund H. E. White, Yuen Tat-
cho, Tsao Sze-wing, Samuel Victor
Gittins.

Wah Yan School.—Chan Lu-
fonz, Chung Hok-nang (Dist. Phys-
ics), Ho Ping-ki, Kwan Yim-chor,
Oon Goun-ek, Sung Shou-tin,
(Dist. Trigonometry), Wai Cheuk,
Yung Kai-yin (Dist. History).

St. Paul's College.—Chan Fung-
kee (Dist. English), Eric Lee Ng
Ching-sum.

Educational Institute.—Chan
Sau-hok, Lee Ping-yuen, Yuen Jim-
fan.

Tutorial Institute.—Leung Ho-
in, Wai Leung-sang.

Central British School.—An-
thony Liddon Cole, Andrew John
Hazeland, Ernest Moses, John
Henry Maycock.

Private Study.—Bernardino de
Castro Basto, H. A. de Barros Bo-
telho, Lim Chuan-liang, Chan
Shing-chue, Lim Ek-quee, Bernard
Herman Schroter.

Matriculation.—Girls.

Shelly Rosemary Whitley, Cen-
tral British School.

Agnes Pau (Dist. Needlework),
French Convent.

Kwok Lai-sim (Dist. Needle-
work), Belittes Public School.

Cheng Hung-yue, St. Stephen's
Girls' College.

Helen Chung (Dist. English),
St. Stephen's Girls' College.

M. Dorothy Ray (Dist. English
and History), Belittes Public
School.

Sarah Hughes Shaw, (Dist.
English and Botany), Private
Study.

Senior Local.—Boys.

Mit Singh (Dist. Urdu), Queen's
College.

Ng Tze-chun, Queen's College.

Eric Wong-tape (Dist. Arithmetic
and Trigonometry), Diocesan Boys'
School.

Ho Kee-kit, Wah Yan School.

Joseph Lee (Dist. Biblical Know-
ledge), St. Joseph's College.

Gerald G. Edwards, Central Bri-
tish School.

Senior Local.—Girls.

French Convent.—Violet Woo.
St. Stephen's Girls' College.—
Maggie Cheung.

VISITING HONGKONG.

NOTABLES ON THE PRESIDENT JEFFERSON.

Big Game Hunters.

With 400 passengers, one of the
biggest lists booked this year for
an Admiral Oriental liner, the
President Jefferson, Capt. Francis
R. Nichols commanding, sailed
from Victoria on Saturday, Decem-
ber 3 for Japan, China and the
Philippine Islands and is due here
on the 3rd January.

The President Jefferson carries
a capacity cargo of northwest
products and overland freight, and
a big mail, comprising nearly
3,000 sacks.

Passengers sailing on the liner
include Dr. Richard L. Sutton and
Judge Leonard Waddell, big game
hunters, bound for Indo-China via
Hongkong; H. Huang, third secre-
tary of the Chinese Legation at
Washington, D. C.; Dr. John R.
Mott, of New York City, general
secretary of the National Council
of the Y.M.C.A., who is coming to
the Orient to visit and study
Japanese and Chinese associa-
tions; R. L. H. Loo, of the
Episcopal Church; F. S. Brook-
man and M. G. Murray, Y.M.C.A.
secretaries, en route to Manila;

Erwin F. Koch, of the Standard
Oil Company in Hongkong, and
Mrs. Koch, and Peter Magagna, of
the Eastman Kodak Company.

NEW PEKING CABINET.

RESIGNATION OF OLD MEMBERS ACCEPTED.

Peking, Dec. 31.

It is semi-officially stated
that the resignation en-
bloc of the old members
of the Cabinet will be accepted
by mandate this evening and that
simultaneously a mandate will be
issued appointing the new Cab-
inet, under Hsu Shi-ying,

as follows: C. T. Wang, Foreign
Affairs; Yu Yao-jen, Interior;
Kung Hsi-chen, Communications;
Chen Chin-tao, Finance; Kow
Hsia, Agriculture and Commerce;
Ma Chun-wu, Justice; Tu Hsi-
lei, Navy; Chai Teh-yao, War

and Yi Pei-chi, Education.—
Reuter.

GOLF.

ADAMSON CUP COMPETITION.

In the Adamson Cup 7th qualify-
ing competition at Happy Valley
on December 27, T. Bateman, 107
—23=B4, qualified.

Italian Convent.—Marie Macha-
da Alves, Angeline Choa, Ger-
tie Choa, Dick Lai-chen, Ho Fung-
chiu, Ines Frisco, Hui Lai-ying,
Thelma May, Maria Lopes Ozorio,
Matilda Pereira, Rosie Rumjahn,
and Estelita Xavier.

Belittes Public School.—Fok
Kum-ho, Fung Suk-king, Kwok
Tai-ming (Dist. Needlework) and
Wong Shau-ha.

St. Stephen's Girls' College.—
Amy Kwan, Tang Hut-fun and
Amy Ma, (Dist. Needlework).

French Convent.—Gertrude Jul-
yan, (Dist. Biblical Knowledge),
Julia Lam, (Dist. Needlework)
and Mary Soriano.

St. Mary's School.—Albertina
Garcia and Winnie Lo.

Central British School.—Irene
P. Pothergill and Mary Dixon
Oliver.

Diocesan Girls' School.—Bea-
trice P. Choa, (Dist. Needlework),
Grace Ho Tung, Marie Dorothy
Kavarana, Winifred Kew, Vanda
E. Remedios, (Dist. Needlework),
Marie Adelaide Silva and Janet
Morton Thorburn.

SCHOOL SPORTS.

ELLIS KADOORIE MEETING AT SOOKUNPOO.

The Ellis Kadoorie School for
Indians held their annual athletic
on the Indian Recreation
Club Ground at Sookun-
poo. There was a good turn out of
students and the racing was keen.

The following are the results:

High Jump (Senior).—1, S. Os-
man; 2, Ali Ahmen.

High Jump (Junior).—1, A. K. Sut-
tad; 2, A. R. Abbas.

Three Legged Race (Senior).—1,
Salim Ismail & M. Hussain.

Three Legged Race (Junior).—1,
Husain Ahmed & Majid Rahman.

100 Yards (Senior).—1, Ali
Ahmed; 2, S. Osman.

100 Yards (Junior).—1, O. R.
Sadick; 2, S. A. Rumjahn.

Sack Race (Junior).—1, Ma'id
Rahman; 2, Husein Ahmed.

Sack Race (Senior).—1, Ahmed
Husain; 2, E. Kitchell.

200 Yards Race (Senior).—1, Os-
man; 2, Ali Ahmed.

200 Yards Race (Junior).—1, S. A.
Rumjahn; 2, O. R. Sadick.

Throwing the Cricket Ball.—1, M.
Moosa.

Class 8 Race (75 Yards).—1, Bal-
want Singh; 2, Kasin Sadick.

Half Mile (Senior).—1, Gulam Mu-
stafa; 2, M. Moosa.

Quarter Mile (Junior).—1, Hushin
Ahmed; 2, S. A. Rumjahn.

Class 7 Race (75 Yards).—1, Hari
Singh; 2, Amin Bachoo.

Arithmetical Race.—1, Bashir
Ahmed.

Masters' Race.—1, Mr. Hardit
Singh.

One Mile.—1, Bashir Ahmed; 2,
Gulam Mustafa.

Old Boys' Race (440 Yards).—1,
J. Cassumbhoy.

Consolation Race.—1, S. Hussain;
2, A. R. Sullad.

Championship.—S. Osman.

SIMPLEX PLASTER PARTITIONS

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and

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VALUE
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"Three
Castles"
CIGARETTES



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SALESMAN SAM.

So Do Onions

By Swan.



Heat or
cold —

they need
"SCOTT'S"

SCOTT'S Emulsion brings
health and strength at all
ages of life. Contented and
happy are little ones
who are
nourished
by
SCOTT'S
Emulsion.





Gordon Richards, the young jockey who is at the head of the list of winning jockeys for the flat racing season.

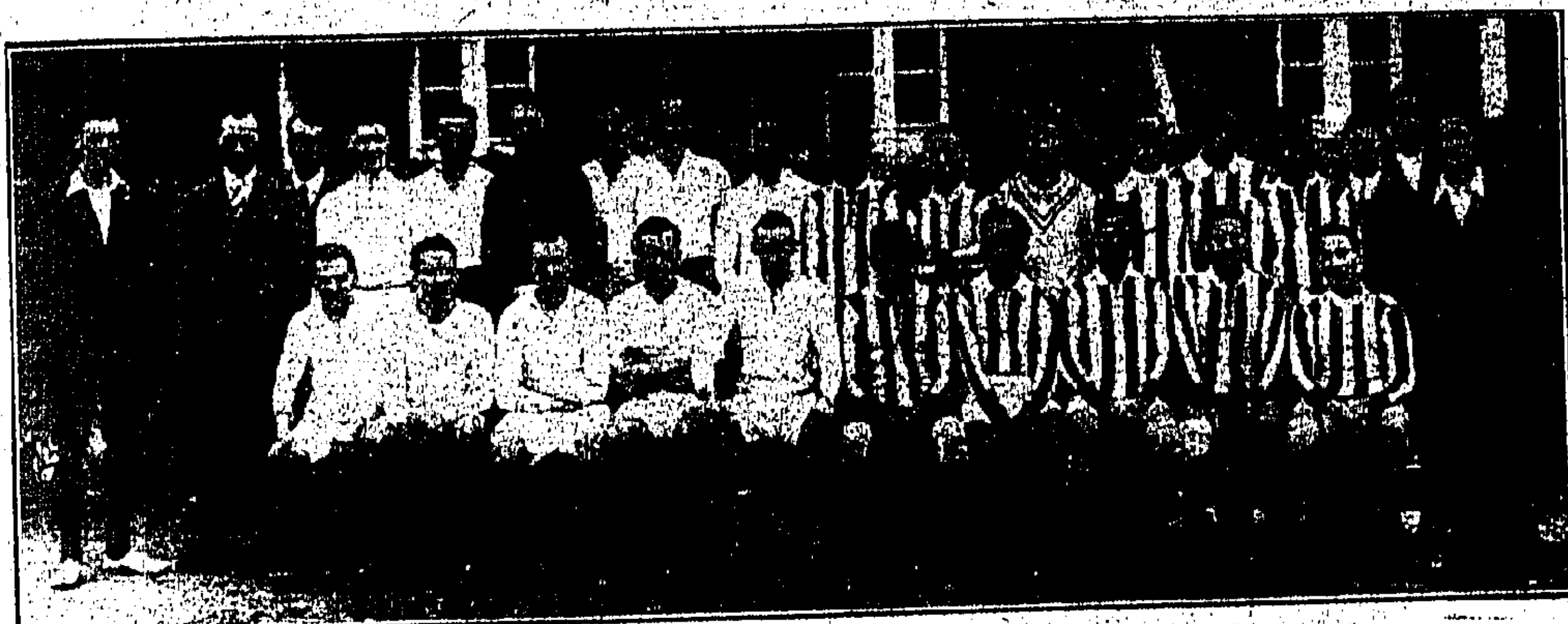


Photo shows the Scottish and Portuguese football teams who met in the international cup-tie on Boxing Day, the latter winning by two goals to one. (Photo: Mee Cheung).



Above is the party of Hongkong University students which left for Shanghai on the 27th December to engage in football and billiards matches and also to present amateur dramatics. Sir Paul Chater is bearing the cost of the trip. (Photo: A. Fong).



The little ones enjoying their tea at the Civil Service Christmas Tree party. (Photo: Mee Cheung).



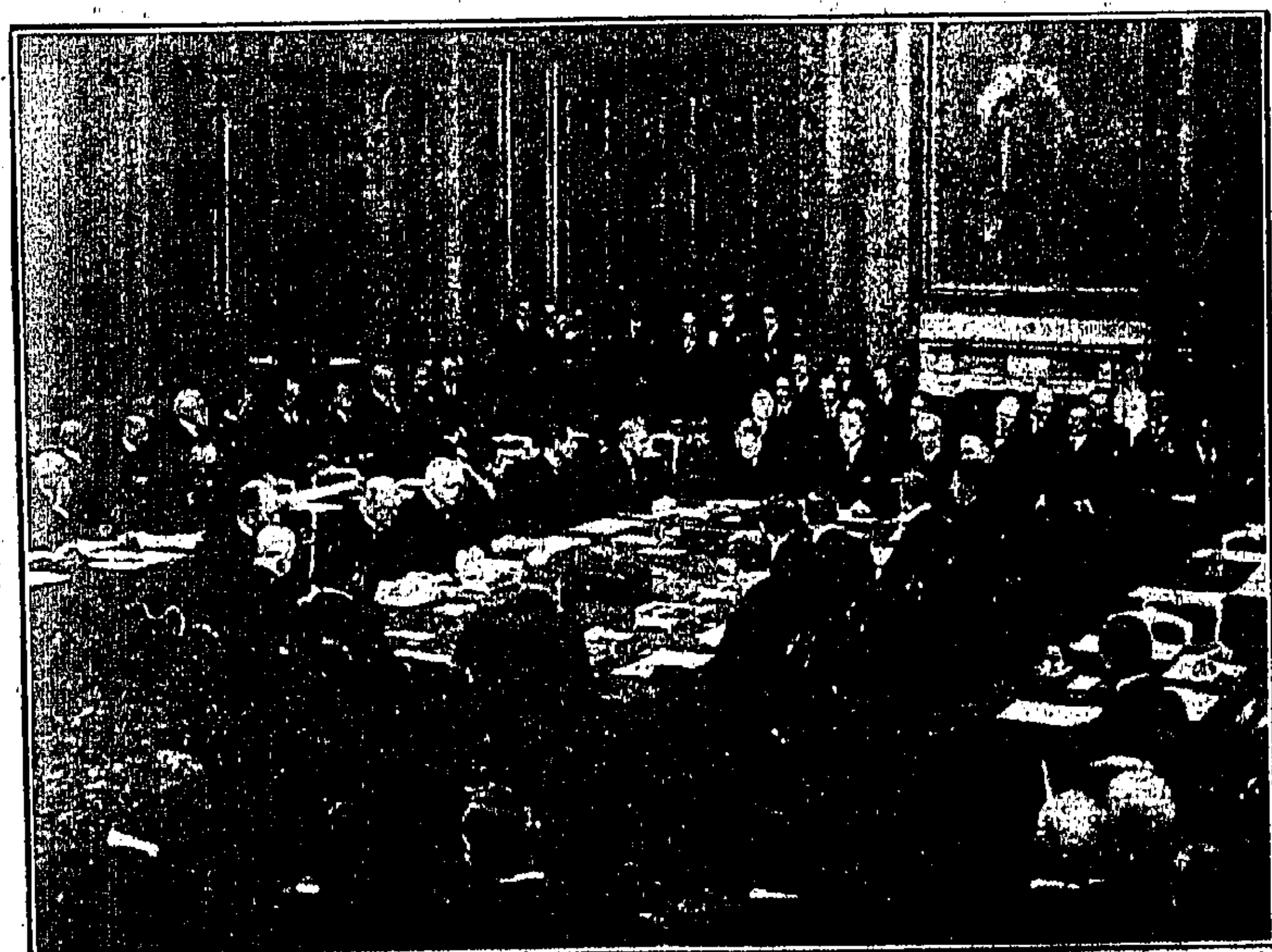
Mr. E. F. L. Wood, the new Viceroy of India, outside his London residence.



This shows the funeral procession on the reburial of Baron Richtofen, the famous German aviator, who claimed 80 victories in the air and was finally brought down in the British lines in 1918.



At the Civil Service Christmas Tree party. A clown entertaining the spectators. (Photo: Mee Cheung).



Here is shown the ceremonial signing of the Treaty of Locarno at the Foreign Office in London.



The Prince of Wales, Colonel of the Regiment, inspecting ex-service men on the occasion of the laying of the old colours of the 1st Battalion Welsh Guards in Llandaff Cathedral.

MACKINTOSH'S

STOCK CLEARANCE SALE

THREE DAYS ONLY
JAN. 4th, 5th & 6th

All goods are the genuine remains of this season's stock.

Not specially bought job lines and oddments

From 1 to 1/2 off current prices represents the saving which can be made

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MEN'S WEAR SPECIALISTS.

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DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

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We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established 1855.

After Shopping

Either as a rendezvous, or a restful retreat after a busy day's shopping, Wiseman's new lounge has that personal appeal that makes all the difference.

Morning Coffee or Afternoon Tea daintily prepared and served.

Fragrant Coffee a Speciality.

Cafe Wiseman

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

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Official Photographers to the "H. K. Telegraph"

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THE "BOND-STREET" POUCHETTE

THE BOND STREET POUCHETTE

An English made, real leather handbag, exact to illustration. Crocodile grain leather with handle at back and a money purse attached with gilt charm.

NOTE THE PRICE \$1.25 EACH

NEW GOODS FOR THE NEW YEAR

CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO., LTD.
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NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID
\$1.50 if not prepaid.
Advertisers should note that replies must be called for at this office.
GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.
The following replies are awaiting collection:—
1314, 1320, 1342, 1409, 1375, 1376, 1384, 1385, 1392, 1422, 1418, 1397

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

SITUATIONS WANTED.

WANTED—Expert male stenographer open for immediate engagement. Conversant with filing, coding and general office work. Moderate salary. Apply to "Advertiser" 19, Granville Road, Kowloon.

WANTED.

WANTED—Homes for two Chow Dogs which otherwise must be destroyed. Males 3 years old. Apply Lady Pollock, 387 Peak.

PREMISES TO LET

TO LET—EUROPEAN RESIDENCES within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms up-to-date sanitation, electric light, gas, as well as garage. These residences, on M. Davis Road, are nearing completion and will be ready for occupation at moderate rentals very shortly. Although within the City limits they are situated in a delightful locality possessing a glorious view. Facing due South, they are free from fog all the year round, while in summer they enjoy pure and refreshing breezes, in marked contrast with the stuffy atmosphere around the harbour. Apply to the Hongkong Land Investment and Agency Co., Ltd.

PRIVATE HOTEL, quiet British family, board residence from \$4.00 daily. One minute from ferry, family rates. Personal supervision. 1, Victoria Garden, Hankow Road, Kowloon, Tel. K.357.

NOTICE.

NOTICE is hereby given that the Power of Attorney dated 8th October, 1925, made by us in favour of Mr. Rolf Johnson has to-day been cancelled.

U. SPALINGER & CO.
Hongkong & Canton,
31st December, 1925.

NOTICE.

HONGKONG HORTICULTURAL SOCIETY.

A SPECIAL MEETING of Members of the above Society and all those interested in Horticulture, will be held in the Board Room of Messrs. Jardine Matheson & Co., Ltd., on Thursday, 7th January, 1926, at 5.30 p.m. with a view to deciding whether the annual flower show should be held next year or not.

It is hoped that a good number will be present. All Ladies interested are cordially invited to attend.

E. R. C. HORNELL,
Hon. Secretary.

Hongkong, Dec. 22, 1925.

CHURCH NOTICES.

St. Andrew's Church, Kowloon.—8.15 a.m. Holy Communion; 10 a.m. Confirmation Classes; 10 a.m. Young People's Service; 11 a.m. Morning Prayers and Holy Communion. Preacher: Rev. G. E. Arrowsmith, M.A. 2.45 p.m. Sunday School; 3 p.m. Bible Classes; 6 p.m. Evening Prayer. Preacher: Rev. G. R. Lindsay, M.A.

Wesleyan Methodist Church, Queen's Road East Sunday Services January 3rd 11 a.m. and 6 p.m. Preacher Rev. Ernest A. Bastin 8.15 p.m. Chaplains' Meeting in the Sailors and Soldiers Home, Arsenal Street.

Wednesday January 6th New Year's Concert and Social at 8 p.m. in the Sailors and Soldiers Home Arsenal Street.

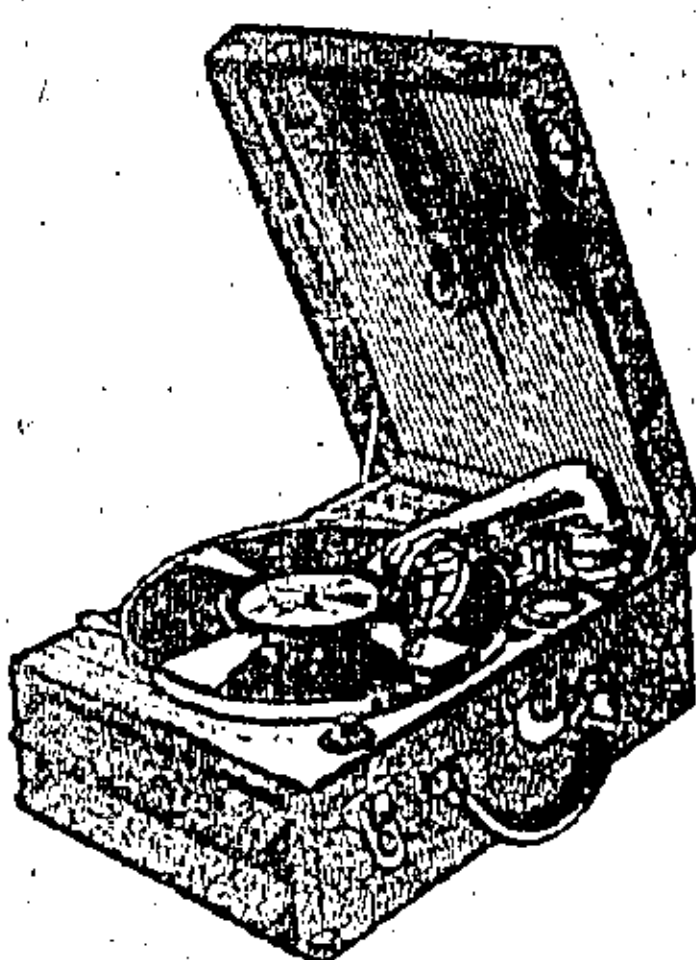


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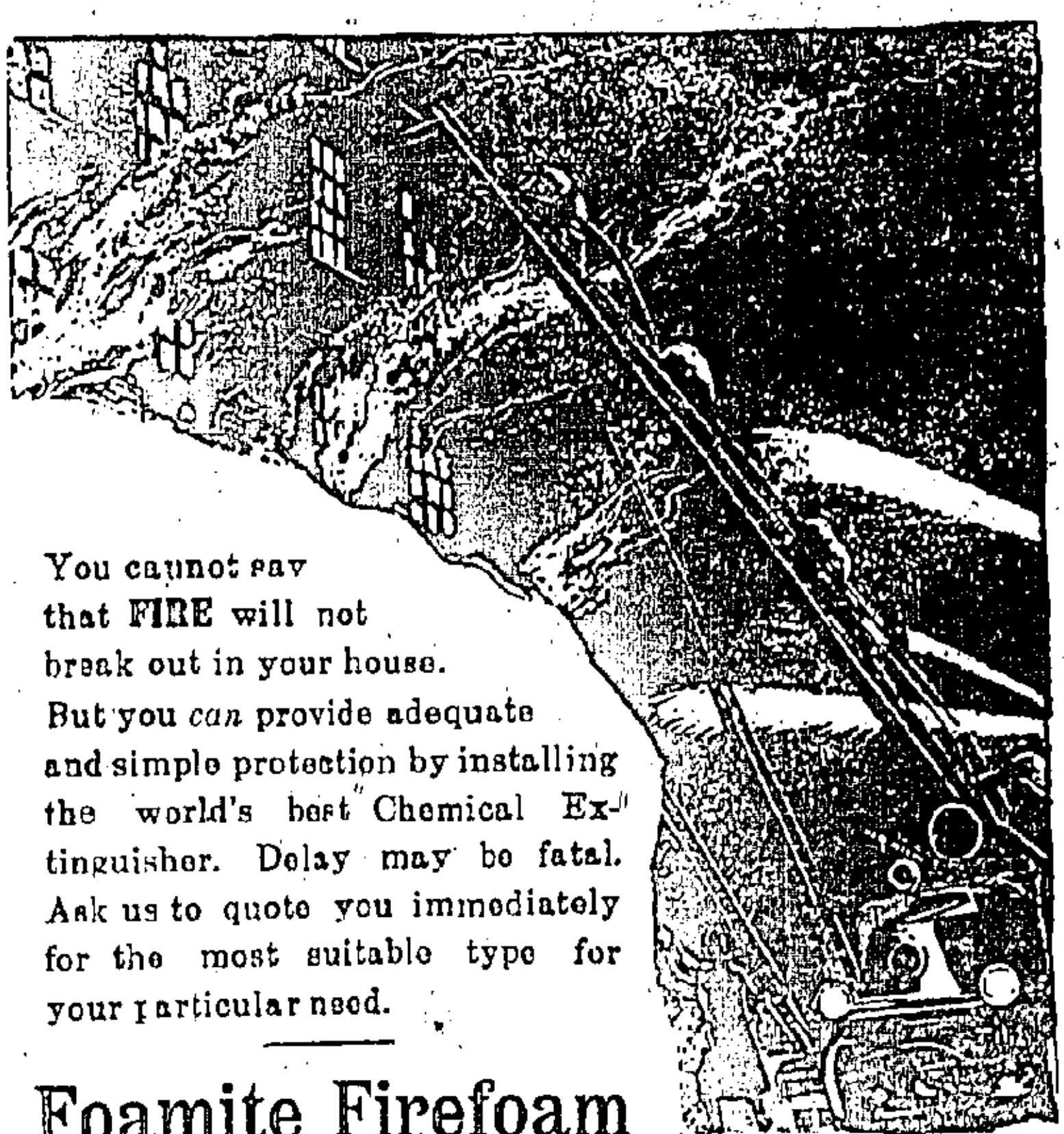
AMAZING VOLUME
AND TONE QUALITY.
NOTHING TO DO,
BUT OPEN AND PLAY.

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INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD,
20 min from Star Ferry by
Kowloon City Bus.
Come and buy our hand-knit
Coats, Sweaters, Jumpers, Shawls,
Scarves, Socks and all kinds of
Children's Wearables.
Latest styles in "Fair Isle"
and plain and fancy Jumpers.
Orders taken for knitting in
wool or silk.
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Telephone K. 101.

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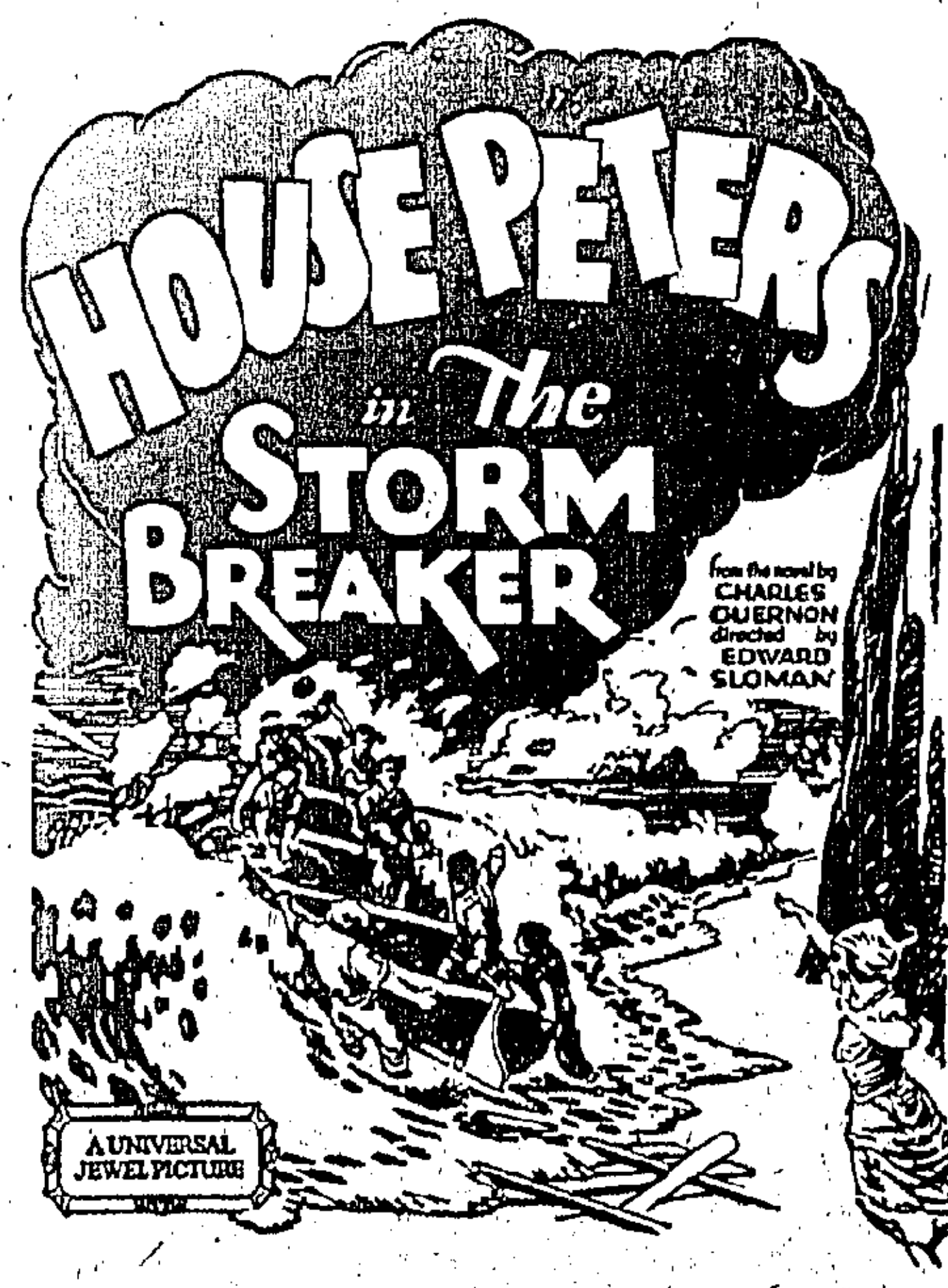


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STAR

TO-DAY and TO-MORROW



LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Wing Yue Tseung to sell by Public Auction for account of Messrs. Him Yuen Cheung Keo on
Wednesday, the 6th January 1926 at 11.30 a.m.

at their Sales Room, Duddell St., 200 New Tins 'FONG TSZE' Oil (The Goods are now stored in Messrs. Wing Yue Tseung's Godown, No. 402, Des Voeux Rd. W.)

Terms:—As Customary.
Messrs. LAMMERT BROTHERS Auctioneers

CHINA AUCTION ROOMS.

PUBLIC AUCTION.

By Order of the Mortgagee.

Mr. E. V. M. R. de Sousa has received instructions to sell by Public Auction

on MONDAY, the 4th January, 1926, at 3 o'clock in the afternoon, at the China Auction Rooms, 4 Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property situate at Victoria aforesaid and being The Remaining portion of Inland Lot No. 1555 and The Remaining Portion of Inland Lot No. 1557

In One Lot. The property comprises the messuages shops or dwelling houses known as No. 244 and 246 Des Voeux Road Central and contains an area of 1582 Square Feet or thereabouts. Further particulars and conditions of sale may be obtained from the office of Messrs. DEACONS,

1 Des Voeux Road Central Vendor's Solicitors, or MR. E. V. M. R. DE SOUSA, The Auctioneer.
Hongkong, Dec. 14, 1925.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE of the Valuable Leasehold Properties Situate at Victoria in the Colony of Hongkong, and known as Section H of Inland Lot No. 151 and Section D of Inland Lot No. 152A Together with the messuages erections and buildings thereon known as Nos. 9 and 11, Prince's Terrace, To Be Sold In One Lot by

PUBLIC AUCTION.

on TUESDAY, the 12th day of January, 1926, at 3 o'clock p.m., at the China Auction Rooms, Duddell Street, Victoria, Hongkong,

by Mr. E. V. M. R. DE SOUSA.

The properties consist of:—All those pieces or parcels of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Section H of Inland Lot No. 151 and Section D of Inland Lot No. 152A with the messuages erections and buildings thereon known as Nos. 9 and 11, Prince's Terrace, Victoria, Hongkong. The properties are held for the unexpired residues of the respective terms of 924 years from the 22nd day of January, 1919, and 999 years from the 25th day of June, 1840, created by an Indenture of Extension dated the 3rd day of November, 1849, and made between Her late Majesty Queen Victoria of the one part and Abraham Joseph Burley of the other part, and by an Indenture of Crown Lease dated the 1st day of November, 1849, and made between Her late Majesty Queen Victoria of the one part and the said Abraham Burley of the other part, respectively. Annual Crown Rent \$9.50 and cents 28 respectively.

For further particulars and conditions of sale apply to: Messrs. JOHNSON STOKES & MASTER, Mortgagees Solicitors, or to Mr. E. V. M. R. DE SOUSA, The Auctioneer.
Hongkong, December 24, 1925.

PIERCE STORMS.

BRITAIN SWEEPED BY HURRICANE.

London, Jan. 1st. Gale and storms over Europe are causing serious floods in many places. An eighty-five mile per hour hurricane swept over Britain last night causing much damage. Telegraphs and telephones are interrupted.—*Reuter.*

DUTCH TOWNS INUNDED.

London, Jan. 1. The Burgomaster of Maastricht has sought the assistance of the military in connection with floods caused by the overflowing of the Meuse. Train services between Maastricht and Liege are completely interrupted, and Sasvan, Zevenaar, Gouda and Zwolle and several other places are partially inundated, while the village of Megeen is completely isolated. It is feared that the dyke near Ravesteyn will collapse. A division of Marines has been sent to Nymegen to render assistance.—*Reuter.*

COTTON TRADE.

PLEA FOR REMUNERATIVE PRICES.

London, Jan. 1st. Mr. Fred Holroyd, President of the Federation of Master Cotton-spinners' Associations, in a New Year message advises the cotton trade to hold out for remunerative prices. He says he is deeply convinced that if spinners, especially of American yarns, insist on such a price they can undoubtedly secure it. He is firmly of opinion that the world has not taken all it requires because customers of cotton goods know that if they wait long enough they can get their needs supplied at practically their own price.—*Reuter.*

FRANCE & MOROCCO.

POLICY OF DIRECT NEGOTIATIONS.

Paris, Dec. 31. In the Chamber, M. Briand declared that the Government had neglected no occasion to make peace in Morocco, but cannot admit Capt. Canning's terms claiming Tetuan as Abd-el-Krim's capital and territorial concessions which would cut the French lines between Fez and Algeria. Capt. Canning came to Paris with the purpose of obtaining Lord Crewe's opinion of the movement, but was informed that he could not be received officially. The Government was pursuing, and would pursue, direct conversations with the tribes, and free them from tyrannical oppression. The best means to bring about a satisfactory peace was not to parley with a single potentate, but with the tribesmen themselves.—*Havas.*

LIBERTY BELL.

TOLL IN AMERICA'S NEW YEAR.

Philadelphia, Jan. 1. After ninety years of silence, "Liberty Bell" tolled in the New Year. The Mayor's wife struck the bell with a golden hammer and her light strokes were heard throughout the United States by means of wireles. The bell, which is America's sacred symbol of independence, was imported from England in 1762 and proclaimed the new ideal of nationhood in 1776, but in 1836 it was badly cracked and, apparently, silenced for ever.—*Reuter's American Service.*

RECORD BANKING.

LAST YEAR'S HUGE FIGURES.

London, January 1st. Despite the trade conditions, a record has been broken by last year's bank clearings, totalling £40,437,000,000, an increase of £904,000,000. The annual statement attributes the increase to signs of an increase in commercial banking turn over and also an increase of new issues, especially after the embargo on overseas loans was removed. New issues totalled £224,000,000, an increase of £12,000,000.—*Reuter.*

SERGEANT ACQUITTED.

SUBJECT TO HALLUCINATIONS.

Pleading that he had always suffered from hallucinations, Sgt. J. F. Caswell came before a District Court Martial which assembled at Victoria Barracks yesterday to try him on a charge of conduct prejudicial to good order and discipline by indulgence in alcoholic drinks. The Court was presided over by Major C. T. M. Smith, 5/2 Punjab Regiment.

Evidence was heard in regard to an incident on the 15th December, when, in a state of considerable apprehension the accused came running in from the Ordnance Depot, in which he had been working, to give himself up for the purpose of being kept in safe custody, complaining that he was being threatened by a crowd of the Surreys. This turned out to be a mere figment of the imagination. From his condition the medical officer, who kept him under observation at the Military Hospital, concluded that he was suffering from alcoholic poisoning and evidence to this effect was given at the hearing yesterday.

A number of Caswell's comrades appeared before the Court to state that from time to time the accused acted in a very strange manner. At times he would imagine that he was being watched through cracks in his room, and on other occasions he would imagine that he was being followed by the Surreys and his life threatened. The accused was found not guilty and was acquitted.

ROYAL RENUNCIATION.

NEW RUMANIAN HEIR.

Bukharest, Dec. 31. Crown Prince Charles has renounced his succession to the throne and all his prerogatives as a member of the Royal Family. The King has proclaimed his four-year-old grandson Michael, son of Charles, as heir.

The thirty-two year old Crown Prince of Rumania's renunciation is a sequel to his romantic marriage at Odessa to the commoner, Zizi Lambrino, contrary to the laws of the country. The Prince was subsequently sentenced to a term of close confinement for transgressing military regulations by leaving the country without leave. His marriage was declared illegal, and the bride was reported to have refused a huge fortune to give up her husband, and the Prince was faithful to her. Subsequently, however, the Prince travelled and in 1921 he married Princess Helen, daughter of ex-King Constantine of Greece, their son Michael who is now heir.—*Reuter.*

SHENANDOAH DISASTER.

NAVAL COURT'S FINDINGS

New York, Jan. 1. The Naval Court enquiring into the disaster to the airship Shenandoah found that the final destruction was due to large unbalanced external aerodynamic forces and asserts that the disaster "is part of the price which must be paid in the development of a new and hazardous art." It exonerates the personnel and endorses the Captain's action in starting the flight when he did and tributes his skill and courage when the vessel broke up.—*Reuter's American Service.*

INTERNATIONAL FINANCE.

BIG DEVELOPMENTS EXPECTED.

New York, Dec. 31. Important international developments are believed to be foreshadowed by the arrival of Mr. Montagu Norman, Governor of the Bank of England, and Mr. Gilbert, the Agent General for reparations who have conferred at Washington with Mr. Mellon and Mr. Strong. The latter is Governor of the Federal Reserve Bank. The nature of the discussions have hitherto not been divulged.—*Reuter's American Service.*



His dance

WHEN he claims you for his dance, will you surrender your arms gracefully and gladly? Or will the knowledge of superfluous hair distress you? It is unnecessary—inevitable—to allow unsightly hair to mar the clean lines of your arms. For X-BAZIN is so simple to use, so safe, so successful.

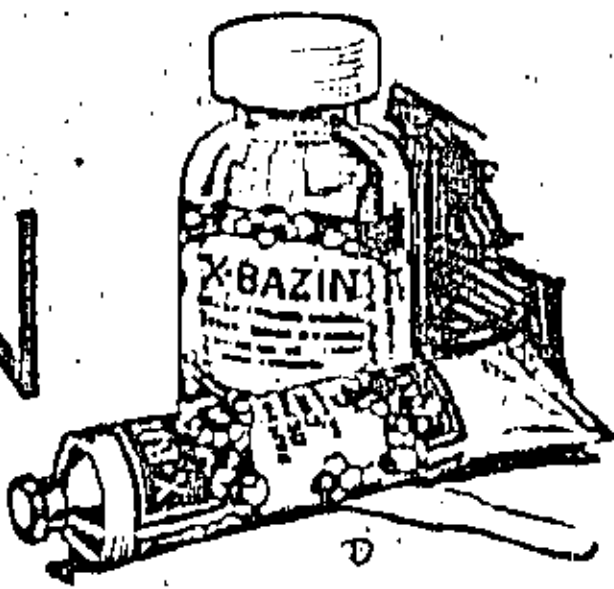
In as little time as it takes to polish your nails, this pleasantly perfumed depilatory powder or paste will rid you of every disfiguring hair—underarm, fore-arm or neck. You simply apply the powder or paste; in a few minutes wipe it off.

For over a hundred years French women have guarded their immaculateness with this dainty treatment. It does not coarsen, darken, or encourage subsequent growth; its mission is one of beauty alone.

Manufactured by
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Send the Coupon for 10-Day Test



Gloriously Clear Teeth

Why you may already have them—and yet not realize it

Make this unique test. Find out what beauty is beneath the dingy film that clouds your teeth

DO you seriously want dazzlingly clear teeth?—teeth that add immeasurably to your personality and attractiveness?

You can have them, if you wish. That's been proved times without number. But not by continuing with old methods of cleansing and of brushing.

How to gain them—quickly
There's a film on your teeth. Run your tongue across your teeth and you can feel it. Beneath it are the pretty teeth you envy in others. Ordinary methods won't successfully remove it.

That is why this test is offered. For when you remove that film, you'll be surprised at what you find. You may actually have beautiful teeth already—and yet not realize it. Find out!

What that film is

Most tooth troubles now are traced to film. It clings to teeth, gets into crevices and stays. Germs by the millions breed in it. And they, with tartar, are the chief cause of pyorrhea and decay.

That film, too, absorbs stains... stains from food, from smoking,

from various causes. And that is why your teeth look "off color."

New methods now remove it
Old-time dentifrices could not successfully fight that film. So most people had dingy teeth. And tooth troubles increased alarmingly.

Now new methods have been found. And embodied in a new type tooth paste called Pepsodent.

It acts to curdle the film, then harmlessly to remove it. No soap, no chalk; no harsh grit dangerous to enamel.

It proves the folly of ugly teeth. It gives better protection against pyorrhea, of tooth troubles both in adults and in children.

Ten days' use will prove its benefits. And that 10 days is offered to you as a test. Why not make it then—have prettier teeth, whiter teeth? Send the coupon now.

Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combant which contains harsh grit.

Pepsodent
The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

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Mail 10-Day Tube of Pepsodent to

Name

Address

Give full address. Write plainly. Only one tube to a family.

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Agents—

VICENTE ATIENZA & CO.

Tel. K.155.

54, Nathan Road, Kowloon.

GUIDANCE IN READING.

NEW LIBRARY SCHEME AT WILLESDEN.

A novel method of encouraging young folk to read has just been initiated at Willesden. The authorities at the municipal libraries there, finding that boys, on leaving school, lose much of their passion for reading, have determined to help them to find out what to read. They issued a handbook, compiled by the chief librarian, which touches on every writer, from Epictetus to Walt Whitman. Every boy and girl leaving school is to be presented with a copy, as a reminder of what can be had for the asking from the municipal library shelves.

"Boys are great readers—if you keep them at it," Mr. F. E. Chennell, the author of the book, explained. "The trouble is that when boys have left school they imagine they have had enough reading. The seventh standard boy often thinks he knows everything. When he is let loose in the world he finds other pleasures and recreations, and the period of good solid reading he has been doing under a schoolmaster's vigilance is ended."

"At about eighteen a youth begins to realise how little he knows, and what a great deal he must know if he is to make headway in the world. The result is a rush to the libraries and a cram to make up for lost time."

"We believe that the period immediately after leaving school is one of the most vital in a man's life. Then he has enthusiasm and an impressionable nature. Why blame him for not reading good stuff when there is no one at hand to tell him what is good and what is indifferent, and when he is too young to form his own opinion?"

"With girls the question is different. From observation, I should say there is no period in a girl's life when she is completely divorced from the sentimental or marriage theme. Some girls wander over a field as varied as boys, but generally when you find the latter swearing by Dickens, Stevenson, and John Buchan, you will find the girls already well acquainted with the work of Ethel M. Dell, Ruby M. Ayres, and similar writers, and their admiration never falters."

BUDDHA FILM.

REMARKABLE INDIAN PRODUCTION.

How a dying man was procured by a film director's Indian assistant to "register" coma at the right moment; how parents dashed in with protests at the acting of their grown-up offspring just as the camera was ready; and how men collapsed at the taking of the pictures in noon-day Indian heat, are a few of the interesting details connected with "The Light of Asia" film released in Berlin recently. This is the life-story of Gautama Buddha, performed by an entirely Indian cast on the historic scenes themselves. It is due to the co-operation of the Great Eastern Corporation, Ltd., of Delhi, and the Emelka firm, of Munich.

The Germans shipped their best "director," Franz Osten, with four photographers and assistants, and everything necessary in the way of technical appliances to take and develop pictures; the Indians did the rest. The result is less a film than a sequence of scenes showing Indian life from its most interesting angles. The future Buddha's love story and marriage is made the pivot on which illustrations of betrothal and bridal customs hang. The film ends with the young prince in beggar's garb entering upon the path of renunciation.

The strict adherence to historical fact and total disregard of all dramatic possibilities apart from this show the scenario writer, Niranjana Pal, to be, if not the type of mind American producers are looking for, a very fine poet. The acting of Himansu Rai as Buddha is only less interesting and moving than that of Beeta Devi, a fifteen-year-old girl of extraordinary beauty, as his young wife. The whole Indian "royal" family are covered with priceless jewels, lent by rajahs and maharajahs, who supplied from their palaces every one of the properties necessary.

MAORI ROCK CARVINGS.

AN IMPORTANT DISCOVERY.

Rock carvings which promise valuable revelations for Polynesian ethnologists have recently been discovered near Rotorua in New Zealand.

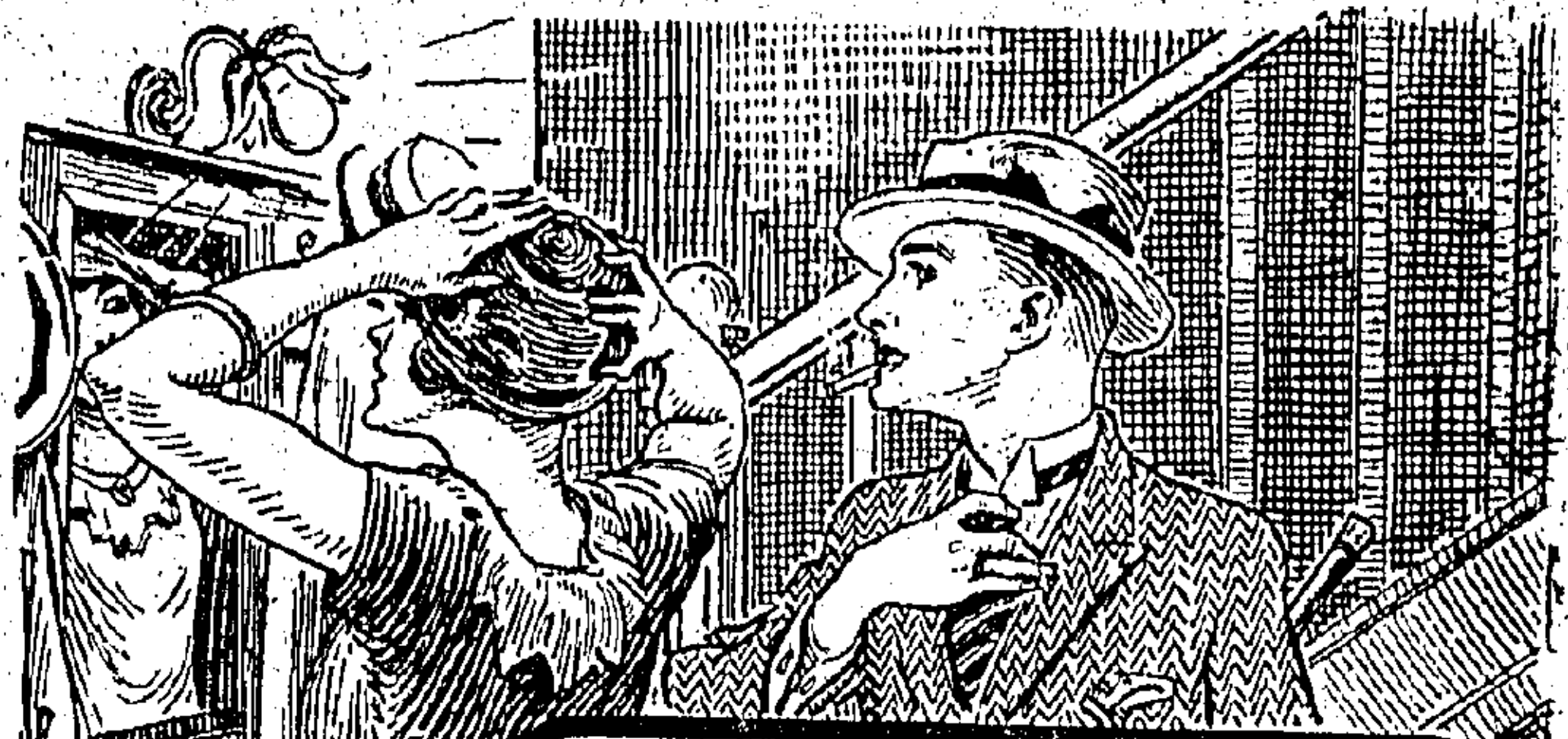
Two members of the State Forest Service working in a steep gorge on the edge of the Kaingaroa plains found a shallow cave, 4ft. to 12ft. deep, 7ft. high, and extending about 80ft. along the base of the cliff. On the back wall of the cave the carvings were found. They were rough bas-reliefs of canoes, some 30 in all, grouped in fours or singly. The canoes vary in length from 3ft. to 8ft. They have high stern frames, but forward differ from the known forms of Maori canoes in that they have a Greek or Egyptian look on the water-line and a high projecting platform. This suggests a ramming beak and boarding platform, but in the records of Maori sea-fights there is no mention of ramming tactics.

A detailed examination of the carvings has yet to be made. All that has been uncovered hitherto is evidence of human habitation—the stones of a primitive oven and a stone pestle used for pounding fern-root. Old Maoris of the neighbourhood had no records of the carvings, nor of any people living in the locality for ten generations.

The history of the people who lived originally in the district is fairly well known. An ethnologist who has studied it, Mr. George Graham, states that the original inhabitants of the wide central area of the North Island were the Ngatihotu tribe, who traced their descent back to the tenth century. Their possession was disturbed some time after the Maori immigration of the middle of the 14th century, and eventually the remnants of the Ngatihotu were dispersed over the borders of the country of which they had once been the masters.

It is suggested that the cave became a home of refuge. But why, as an island people, should they deposit their home with pictures of canoes? Perhaps it was a record of the coming of their conquerors.

Brighten Your Home



THE LAST GLIMPSE

Before leaving home for the Theatre, the Dance, or for any social event, what woman will not take a final glance to assure herself of the charm of her appearance?

Your mirror tells you much, but in order that it should reveal the unvarnished truth, it should be well-lighted. Therefore, have a Philips Argenta Lamp installed in a suitable position in your boudoir or bed room.

No blemish, however small, can escape your attention by the light of the Argenta Lamp.

If you appreciate your appearance and always want to look your best, the Philips Argenta Lamp is indispensable for the "last Glimpse."

Better light with PHILIPS LAMPS

Apply to your Electric Dealer.

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25% DISCOUNT FOR CASH

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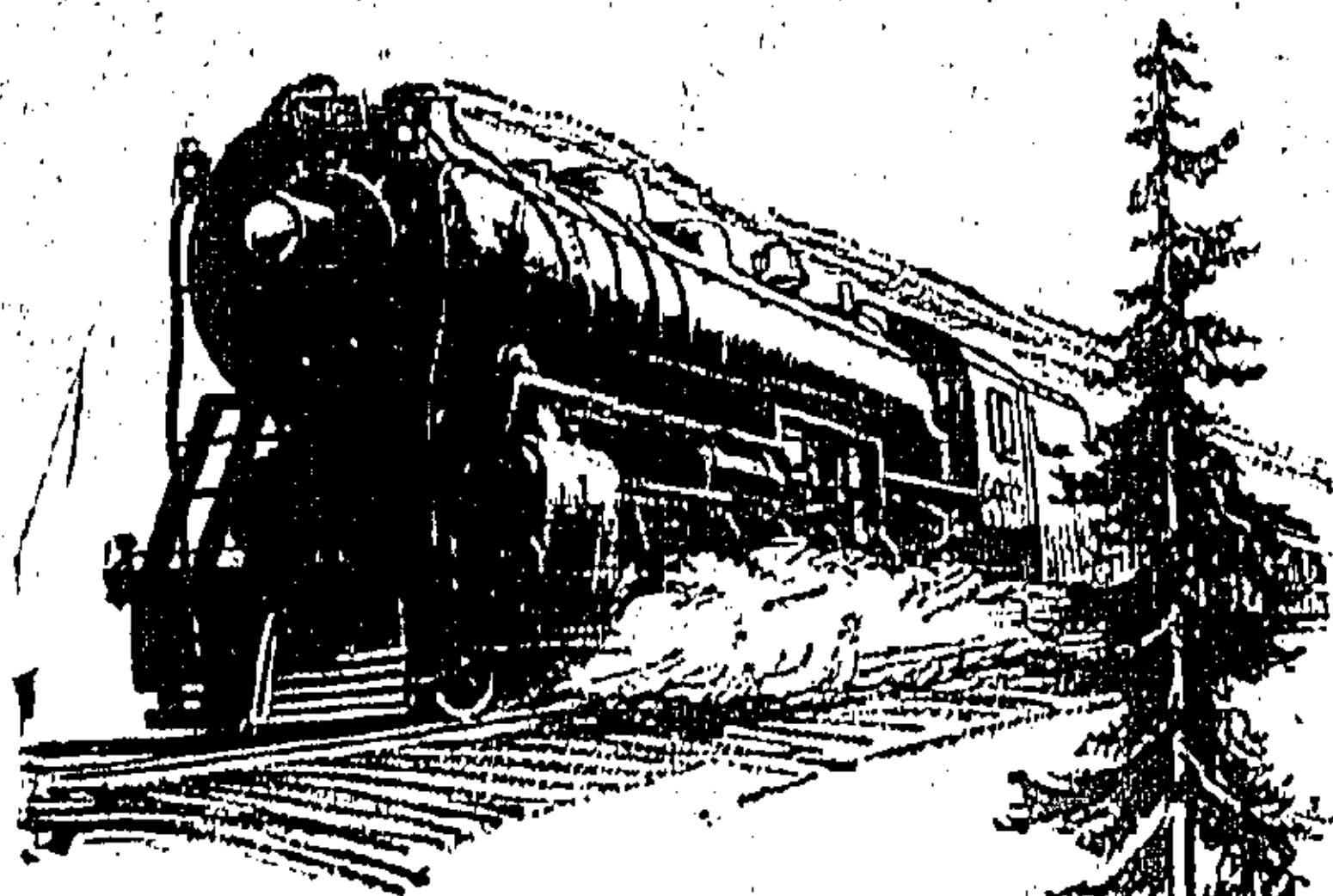
Commencing, Monday, January 4th

Wm. POWELL, LTD.

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Des Voeux Road.

"EVERY MILE A PICTURE."



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CANADIAN NATIONAL RAILWAYS

FROM THE PROVINCES.

THE GROWTH OF LONDON EXPLAINED.

London is continually recruiting its strength from the provinces. But for this, the decline in the birth-rate might be considered disquieting.

During the past four years, it is reported, the number of births in London has declined on an average by about 4,800 yearly. The rate has fallen almost continuously in London during the past 50 years, the rate of decrease being about 1.42 per 1,000 of population every five years. In the same period the marriage rate has remained much the same on the average.

The report of the London County Council which contains these figures states that it is clear that there would have been a considerable decrease in the marriage rate during the past 50 years if it were not for the large increase in marriages during war years. The decline shown in the marriage rate the five years 1921-25, it is stated, is too small to have played anything but a negligible part in the concurrent fall of the birth-rate. The death-rate last year was 12.2 per 1,000, and the birth-rate 18.6. The population of the County of London is over four and a half millions.

GERMAN SUIT.

DIVING TO 500 FEET.

The following is a description of the German diving apparatus which was rushed from Kiel in a British destroyer in the attempt to locate the lost submarine *M-17*:

Considerable risk attaches to any such attempt at present, inasmuch as the apparatus has been only recently perfected, and as yet there has not been sufficient experience gained in the practical use of the equipment on the high seas to insure the divers against the many unforeseen risks and dangers that may arise, especially when heavy seas are running. The armoured deep-sea diving apparatus may be compared in its working to a submarine. It consists mainly of a rigid diving suit made of aluminium alloy, and strongly resembles in appearance a suit of medieval armour. The greatest difficulty in manufacturing the apparatus has been to make the joints perfectly flexible, so that a man can walk easily, use his arms freely, and at the same time be able to stand a pressure up to 25 atmospheres, which would correspond to the pressure of a depth of 750 ft. Practical use of the apparatus has been made up to a depth of 500 ft. Attached to the outside of the apparatus are several tanks, which are filled with water in order to give the necessary weight to the diver. When he wants to rise these tanks are blown out by means of the compressed oxygen stored inside and controlled by the diver. The internal mechanism also resembles a submarine in many respects.

The diver does not depend on any air from above, as he has with him a sufficient quantity of oxygen to last for three hours. The carbonic acid exhaled is absorbed by special cartridges, as used in submarines. An important and special feature of the new apparatus is that the diver always has a normal pressure of one atmosphere, while the pressure of water increases by an atmosphere of every 30 feet in depth. The diver working at a depth of 500 feet, as practical trials have proved, does not suffer any inconvenience, and comes out of the apparatus as fresh as he entered it. The diver in the ordinary rubber suit, requires about three-quarters of an hour to be lowered or raised slowly in order to enable his body to adapt itself to the increasing or diminishing pressure. The new apparatus can go down to a depth three times greater in two minutes, and can come up at the same speed. The diver retains communication with the vessel from which he descends by means of a steel cable sufficiently strong to raise and lower him. This cable contains three independent telephone wires. In case the connecting cable should become entangled in some obstacle and the diver is unable to clear it he can detach the cable from inside the apparatus and rise to the surface independently by blowing out his tanks with the compressed oxygen.

IRISH GOLD FINDER.

PIONEER OF SOUTHERN ELDORADO.

"It was water the dorned cuss was seekin; and his luck made him certain to miss."—Bret Harte.]

Days of romance and squalor, of the fevered quest for gold ending now in dazzling success, now in failure, disease and death, are recalled by Reuter's Melbourne correspondent's announcement of the death of Mr. Patrick Hannan (writes a *Daily Chronicle* representative.)

Born 42 years ago at Quin, County Clare, Hannan went to Australia 20 years later.

For years he prospected for gold with indifferent success in Victoria, New Zealand, Queensland, New South Wales and Tasmania. In 1889 he went to Western Australia, and four years later came his great find.

CHANCE AND LUCK.

Like so many prime discoveries, it was the result of an accident. Hannan and his close friend and partner, Flannagan, were members of a small party going out to Mount Youle to look for gold.

Through want of water, the party camped at Mount Charlotte for a couple of days, while the teams returned to Coolgardie for a fresh supply.

Rain fell in the meantime, and the main party pushed on, leaving Hannan and Flannagan to wait for the teams.

Flannagan, while looking for the horses and the water supply, found some nuggets, and induced Hannan to remain with him instead of following the party to Mount Youle.

In a few days the two of them

RADIO "ROBBERS."

JAPAN TO FIGHT THE PIRATES.

Osaka, Dec. 8.—"Stealing the air" is a new misdemeanour in Japan and one which is causing much annoyance, to radio broadcasting companies. One company in Osaka recently estimated there were 10,000 "radio-robbers" stealing its programmes.

In Japan every radio set is supposed to be listed with the government. The broadcasting companies are permitted to charge a small fee for their programmes. This fee averages around two yen per month. That many thousands of radio users are escaping this fee is the belief of the authorities who have started a campaign to weed out the "robbers."—*Associated Press*.

had collected over 100 ounces of gold.

THE RUSH AND AFTER.

Hannan returned to Coolgardie to demand his reward—a free "claim" given by the Government to successful discoverers of gold—and immediately the rush began.

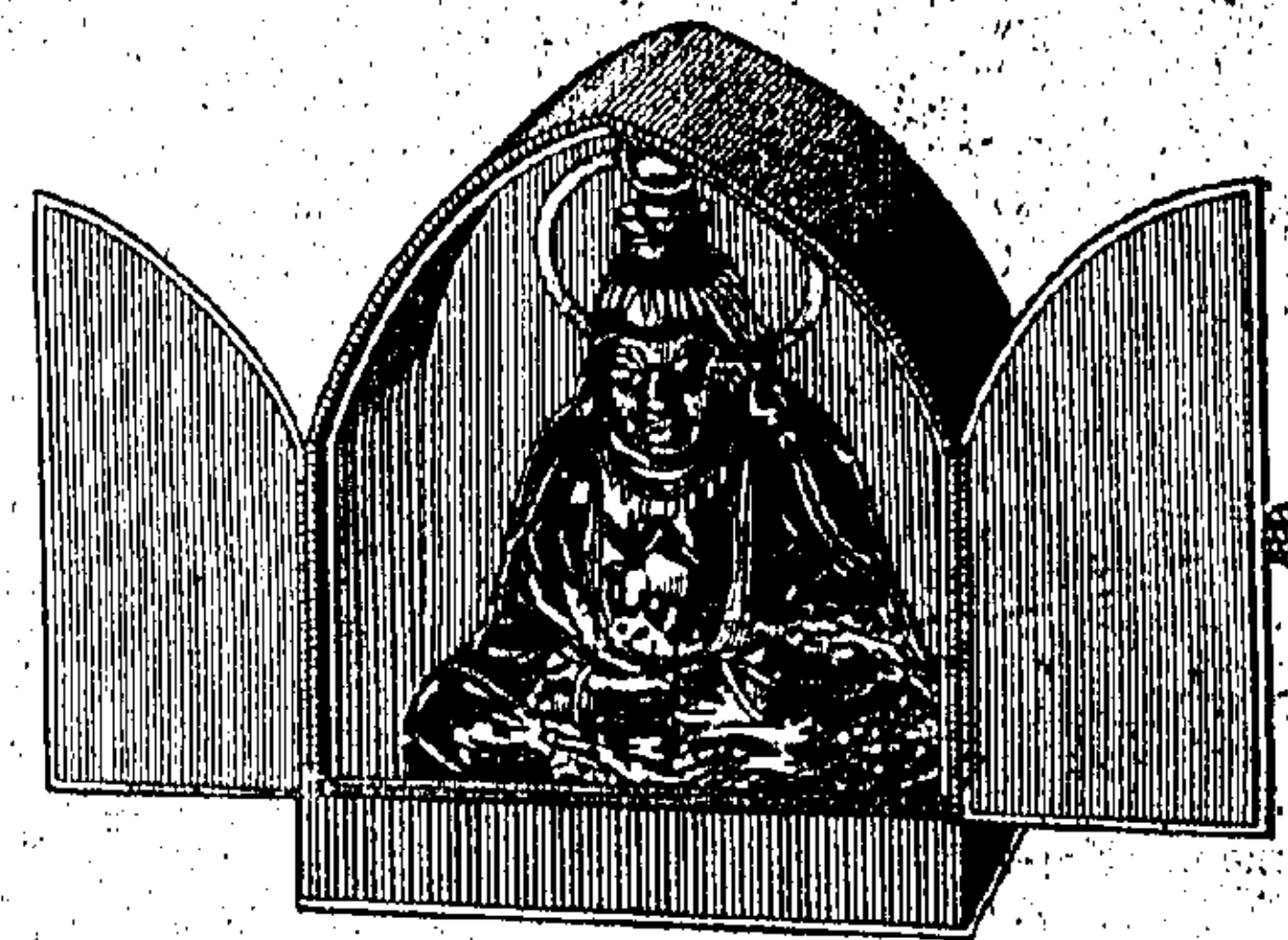
Water was scarce and typhoid was soon rampant. A few miners "struck it rich" and cleared out quickly; thousands of others died of disease and privation.

Flannagan died a few years ago.

Hannan has apparently been living in retirement in Melbourne for many years past.

Though apparently not in want, he does not seem to have amassed great riches, in spite of his great discovery.

THE VERY LATEST GIFT!



This year's London and Paris rage is a particularly attractive glass perfume container in the form of an Oriental figure containing a generous supply of Houbigant's delightful—

SUBTILITE

—arranged in a beautifully finished gilt and black case.

An inspection will convince you that there is no gift of perfume more to be desired.

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DON WHISKY IS AN OLD TIME FAVOURITE.

Off the market during the war, and the years following, it is back once more to delight the taste of the connoisseur.

There is so much difference between DON, thoroughly aged and of mellow flavour, and just ordinary whisky, that you owe it to yourself to make the comparison.

At your club or store.

N. S. MOSES & Co., Ltd.
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CIGARETTES



Twice the gain
of all other
brands combined

THIS was Chesterfield's record last year in the United States.

And the same taste-difference which accounts for its American success is responsible for its steady growth among discriminating smokers in China.

For the Chesterfield blend is unique—a mixture of Virginia, Turkish and Kentucky Burley tobacco which yields mildness, aroma, and mellowness to a degree not possible where but one of these fine tobaccos is used.

You will like this smooth blend of different tobaccos better than any one kind smoked straight.

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Estimates
and
Designs submitted
for all classes
of Memorials

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& CO., LTD.

China Building
(Facing Queen's Theatre.)

Monumental Dept.—Showroom.
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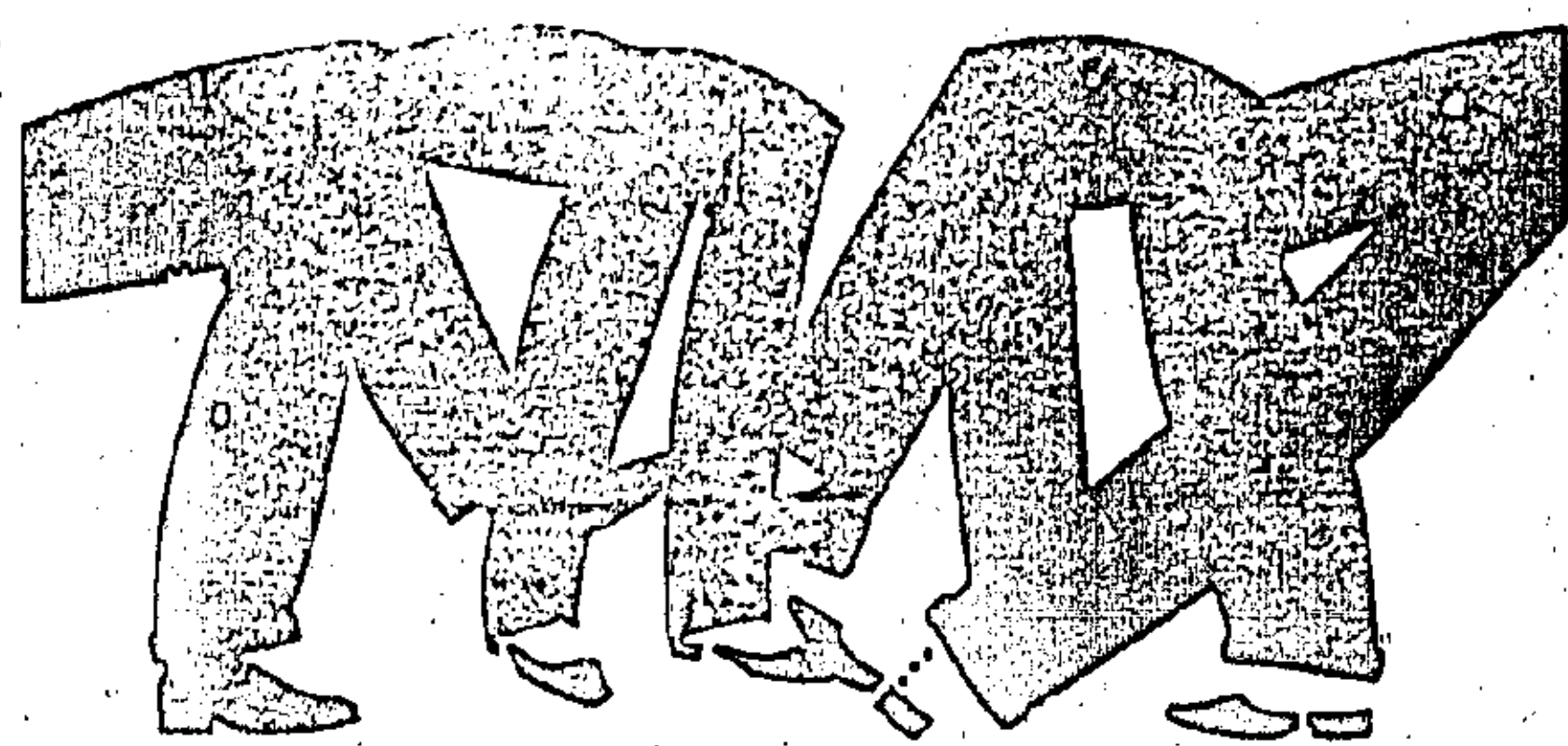
"NY CARLSBERG" BEER.

THE FINEST DANISH BEER.

Price per dozen pints \$3.00 duty paid.

Sole Distributors.

CALDBECK, MACGREGOR & Co., Ltd.



Four Sandy Macs please

For many years had the Four Cronies of the Exclusive Club led the fashion in drinks, calling for their "Scotchs" and "Scotchs and Sodas."

Inasmuch that when a Tall Tanned Stranger called for a "Sandy Mac," whiskers wagged, papers rustled, and eyebrows rose among the Four.

Until they marked the way he drank. And observed the deference of George who served it.

Thereafter they whispered with George. Then amongst themselves. Later the senior Crony—a Purple Colonel—called in a clear voice "Four Sandy Macs, please."

So men learn.

Sandy Macdonald Scots Whisky

AGENTS: H. RUTTONJEE & SONS, 16 QUEENS ROAD CENTRAL, HONG KONG

LONELIEST MAN.

MOST NORTHERLY HUT IN BRITAIN.

A little wooden hut on the top of the rocky crags of Herma Ness, the most northerly headland of Unst, the most northerly inhabited island of the Shetlands, is the summer home of the loneliest man in Great Britain.

He is Mr. Henry Edwardson, who for 37 years has been a devoted bird watcher at this bleak isolated spot, now a sanctuary for the great skua (a species of gull) and other sea birds.

For five months each year he has the distinction of being the most northerly inhabitant of the British Isles, with the exception of the lighthousemen of Muckle Flugga, on their rocky perch half a mile away.

There, in a little cliff-top hut overlooking the wild Atlantic, Mr. Edwardson has spent every spring and summer since 1888, watching over the great skuas, and saving them from threatened extinction at the hands of egg collectors and skin hunters. The sea birds are his only companions.

NO POSTAL SERVICE.

There is not even a footpath within a mile of his hut, and he never receives a visit from the postman, for the northern limit of his Majesty's mails is Harolds-wick, a village some miles south.

Once a week his isolation is relieved by a visit from his daughter, who brings his letters, newspapers and a supply of food.

Until two years ago he had to live an almost primitive existence in a tiny, storm-beaten, ramshackle hut. The crude shelter was too small for him to lie down in, or to contain a bed, and all his cooking had to be done in the open-air.

But in 1923 the Royal Society for the Protection of Birds, by whom he is employed, built an up-to-date hut where he now finds life more pleasant, though still as lonesome.

In 1888 he was appointed guardian of this colony of skuas by the Edmondstones of Unst and 19 years ago the society made him one of their watchers.

Owing to wholesale destruction by collectors, there were only five pairs of breeding birds at Herma Ness in 1888. But, these enemies scared off by Mr. Edwardson and the Wilds Birds' Protection Act, the skuas have prospered, and last year the colony had grown to over 200 nesting birds and many others without immediate matrimonial intent. In addition, the surplus stock has spread to the neighbouring islands.

BIRD FRIENDS FOR 30 YEARS.

Such is the homing instinct of this bird that one pair, which became practically tame with Mr. Edwardson, returned regularly to nest for 30 years, and the partnership was dissolved only last year by the death of the female bird from old age.

In the autumn and winter, when his watch is over, Mr. Edwardson returns to the civilisation of Harolds-wick, the most northerly village of the British Isles, where he follows his occupation as a shepherd.

Last year, on his 70th birthday, the society presented him with its silver medal in recognition of his long and faithful service. In spite of his years he has no intention of deserting his feathered friends on the lonely headland.

Only two other watchers of the society have received the silver medal, Mr. Isaacs, of the Isle of Wight, and Mr. Austen, of Dun-geness.

LONDON "ZOO" ITEMS.

IMPROVEMENTS AT THE REPTILE HOUSE.

A new Reptile House, which is to be begun at once, will form the second stage in an extensive improvement of the Zoological Gardens, says the *Times*. The first stage, the construction of the Monkey Hill and the Experimental Monkey House, was carried out this year. The third stage consists of the transformation of the present Reptile House into a Small Bird House, and the building of a Parrot House and of outdoor aviaries on adjoining sites. The final stage, the erection of a large house with outdoor cages for all the apes and monkeys now scattered through the Gardens, will be the most costly, and must follow the others. The Reptile House now to be replaced was opened in 1883, the cost being met mainly from the enhanced revenue due to public concern over the sale of "Jumbo." Since then knowledge has increased of the requisites for keeping reptiles in captivity, and the experience gained by the Zoological Society's officers has been embodied in sketch plans, which have been handed to Mr. Guy Dawber, President of the Royal Society of Architects, for his professional treatment.

WAR ON RATS.

Rats are a perpetual trouble at the Zoo, using up the food, damaging flowers, making holes in buildings and the ground, and no doubt helping to spread disease. Most of the animals seem to tolerate them, but they kill a certain number of young birds and mammals. They also attack from the surrounding houses many cats, which, in their turn, do occasional damage. But the Zoo is tolerant of cats; some intruders are well known and encouraged because of their prowess against rats, as, for example, a white cat belonging to a well-known Civil servant, which spends most of its time in the Gardens and goes regularly to the store yard for a ration of milk. Many years ago there was great disturbance at night in the Elephant House, the elephants screaming in rage and fear. Old Barlett, who was then superintendent, after much careful watching, discovered that rats nibbled the feet of the elephants, causing pain and serious injury to them.

In the first nine months of this year 4,040 rats were taken by traps, killed by dogs in the early morning or at dusk, or shot in the Gardens and used as food.

FOOD SOURCE.

Many of the snakes, some of the large lizards, the smaller crocodiles and alligators, and even some of the large frogs take the dead rats, the Reptile House being the chief consumer. Next come the birds of prey—eagles, vultures, and the various species of owls. Very few of the mammals are given them.

The use of poisons at the Gardens is not practical, as it is always possible that animals might be damaged by eating poisoned bodies or even by taking the bait. Occasionally, however, a clearance is made of some special area by putting down quantities of one of the "virus" preparations. Last month, for example, the Mappin Terraces and the area round the Aquarium were treated; and temporarily, at least, seem to have been cleared of rats. By an accident one of the Polar bears got hold of a bucket of the bait, ate it, and was none the worse.

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LENGTH ON BLOCKS 750 FEET

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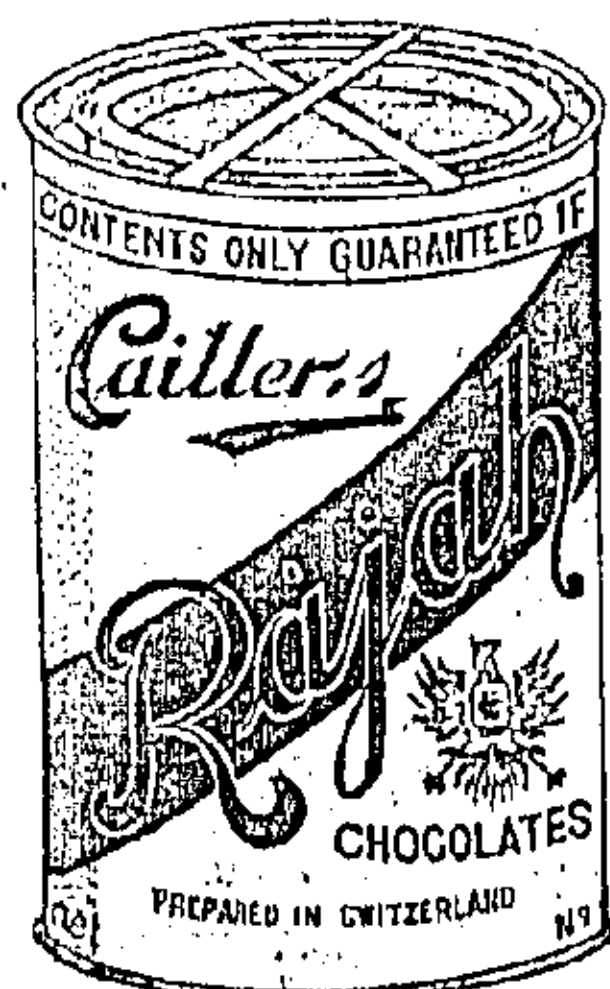
FRECKLES AND HIS FRIENDS

The Notification Committee.

By Blosser

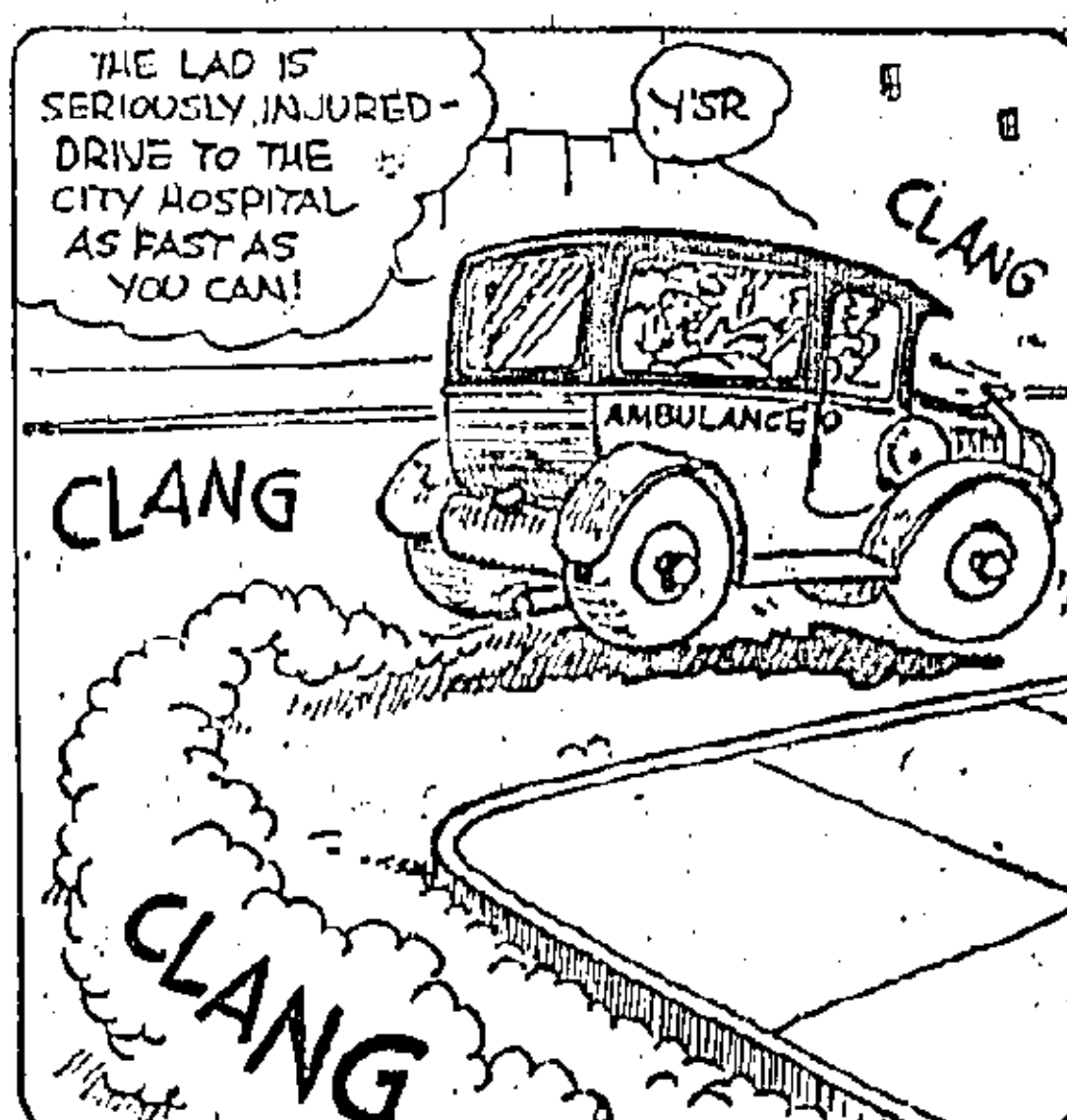
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1/2 lb.
Tins



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FAMOUS LONDON

DRY GIN

gives that distinctive
excellence to a cocktail.
Makes a delicious gin
sling.

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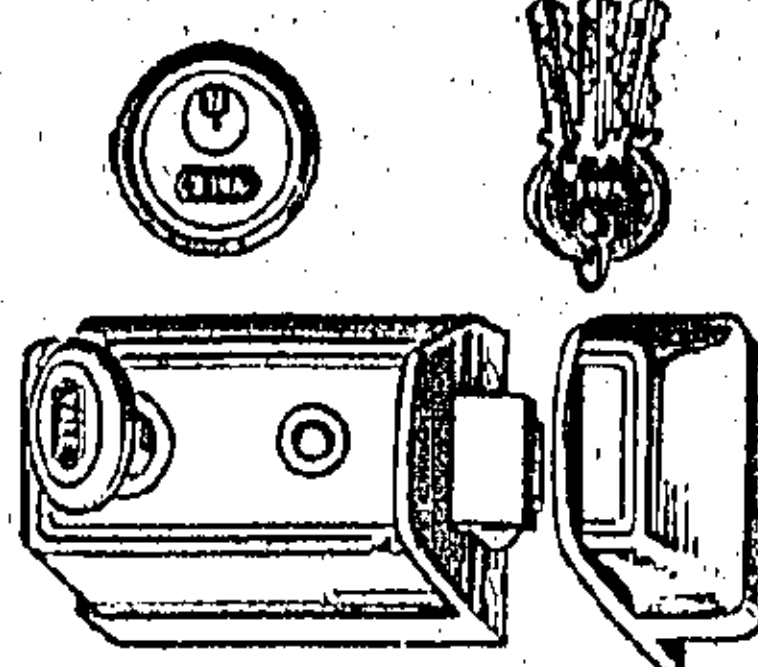
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Whenever you leave your
house you leave it Safe—if
your door is fitted with a
YALE Night-latch.

A Yale Cylinder Night-latch
cannot be picked or forced,
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the proper key. The word
'YALE' means absolute
security.

If your dealer cannot supply
you with the Yale Night-
latch you require—WE CAN.

MUSTARD & CO., LTD.

16-17, Connaught Road, Cent.

The Telegraph

SATURDAY, JAN. 2, 1926.

ABOUT TYPHOID.

Despite the fact that it has
appeared rather late in the day,
the annual Sanitary Report for
Hongkong for the year 1924 is a
mine of information, and in parti-
cular that portion of it compiled
by Dr. W. W. Pearce, the Medical
Officer of Health, is crammed full
of fact and expert comment.
There is much space devoted to
the outbreak of typhoid fever
which caused so much anxiety
during the year and resulted in
quite a number of deaths amongst
the European as well as the Chi-
nese communities. On this sub-
ject, Dr. Pearce has much that is
interesting to say. He recalls
that twenty to thirty years ago
there was a widespread belief that
Chinese did not suffer from the
disease to any appreciable extent,
and in this connection he remarks
that it is probably true that the
Chinese have a higher degree of
immunity than have Europeans.
This, combined with the habit of
'ea-drinking,' which means that
drinking water is boiled, now ac-
counts probably to a great extent
for the difference in incidence of
the disease between Chinese and
non-Chinese residents. It is fur-
ther pointed out that since the
introduction of bacteriological
and pathological methods of
diagnosis, the belief in the general
immunity of Chinese to typhoid
fever has been destroyed, whilst
experience shows that, given a
foul water supply, the Chinese
will suffer from the disease.

It is common knowledge, of
course, that typhoid is freely
spread by "carriers," and in this
connection Dr. Pearce says that
the higher the presumed immunity
of Chinese to the disease, the
higher presumably may be the
number of unknown "carriers"
amongst them. In this regard the
danger of "carriers" being em-
ployed in handling food, drinks
and ice is stressed. Dr. Pearce's
report contains some interesting
and valuable comment in relation
to the question of preventing the
spread of the disease. The eating
of raw vegetables and uncooked
oysters is described as "laying
oneself open to infection," whilst
stress is laid on the part which
flies play in the contamination of
food. On this latter head it is
pointed out that the use of stable
manure in the gardens of houses,

DAY BY DAY.

SHOW ME RELIGION NOT AT
THE SEASON OF HEARING, BUT AT
THE SEASON OF PRACTICE. —S.
Chrysostom.

It is notified that the name of
the Mutual Bank of China, Ltd.,
has been struck off the Register.

The Colony's credit balance at
the end of September was \$11,-
293,963, compared with \$11,957,-
558 at the end of August.

The Chinese friends of the Hon.
Mr. A. G. M. Fletcher are enter-
taining him to a farewell dinner
at the Yee Wo Restaurant on the
7th instant.

Lieut.-Col. S. Boylan Smith,
D.S.O., O.B.E., M.D., R.A.M.C.,
has assumed the duties of Senior
Medical Officer, China Command,
vice Lieut.-Col. F. G. Fitzgerald,
D.S.O., R.A.M.C.

We are informed that in conse-
quence of the fire at the Hong-
kong Hotel, Messrs. Lang, Craw-
ford's ladies' department will for
a few days be transferred to the
firm's jewellery department.

To the list of medical practi-
tioners has been added the name
of Dr. Tsung Fat-im, 25, Hill
Road, Hongkong, Bachelor of
Medicine and Bachelor of Surgery
of the University of Hongkong.

The marriage will take place
at St. Andrew's Church, Kowloon,
at 3.30 p.m. to-day between Mr.
Andrew Wallace Harper and
Miss Elizabeth Mary Mahony
who arrived in the Colony yester-
day by the s.s. Empress of Russia.

The case in which a Chinese
fisherman was charged with the
murder of an Indian constable
concluded at the Criminal Ses-
sions on Thursday evening just
after seven o'clock, after an eight
days' hearing. The accused was
found not guilty and acquitted.

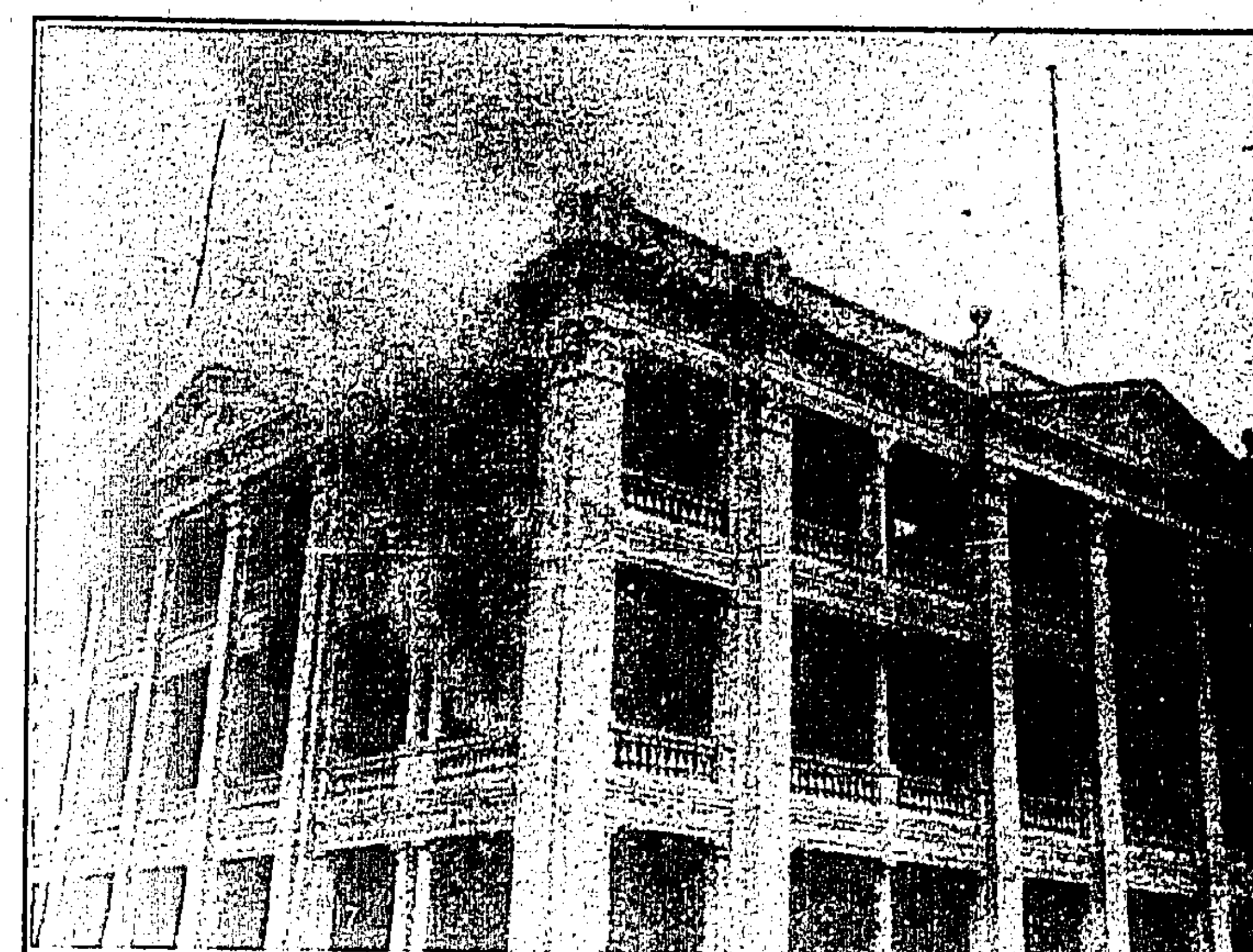
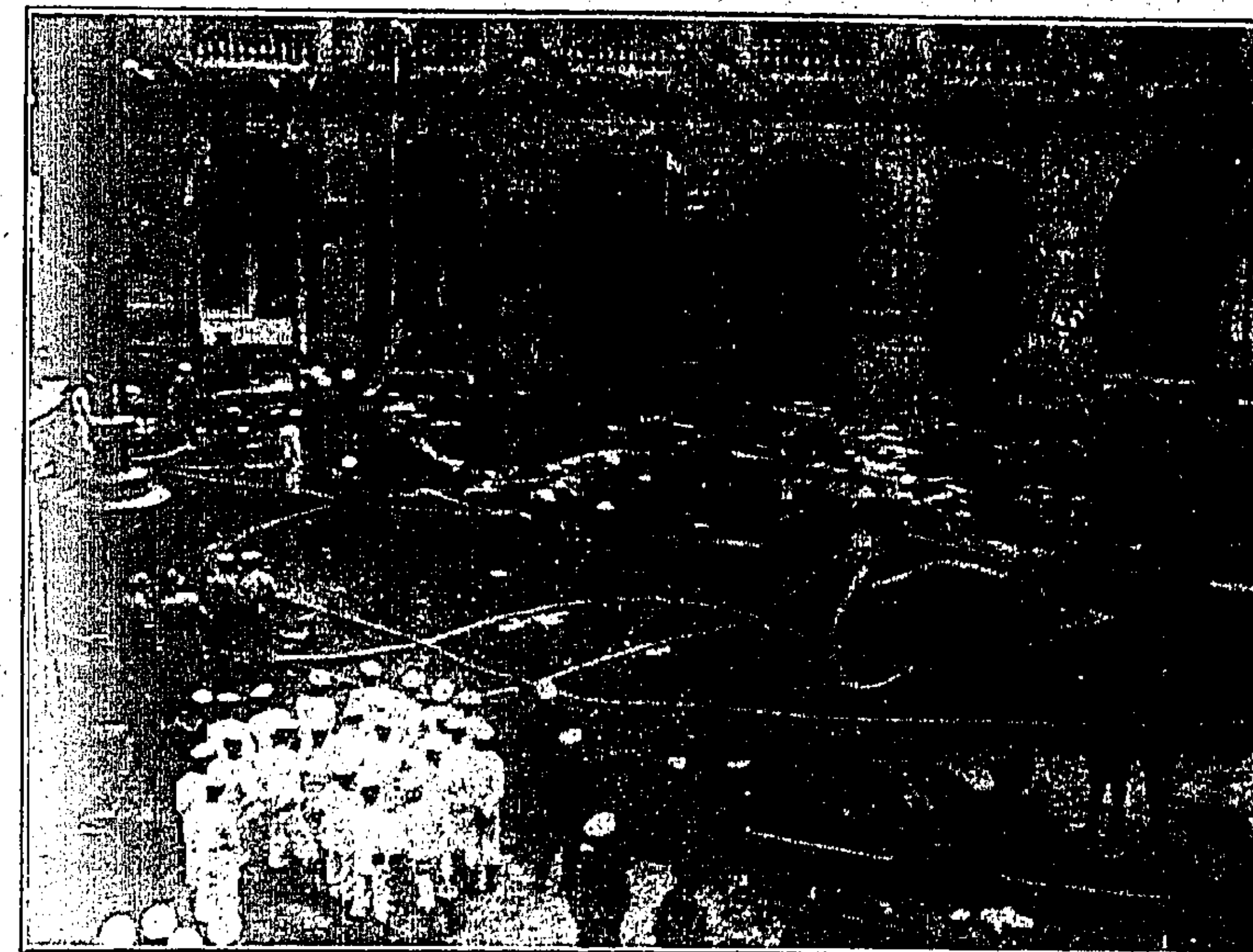
The Committee of Tai Koo Club
are holding a concert on Monday
evening, 4th January, at 8.30 p.m.
The programmes will be provided
by the Jumbies Concert Party
and Orchestra of s.s. Empress of
Canada, and proceeds of collection
will be devoted towards the
M. I. Submarine Disaster Fund.

In relation to the firework
factory disaster at Macao, our
correspondent writes to say
that about 700 people were
at work when the explosion
occurred. Of these, it is esti-
mated that fully two hundred lost
their lives, although great difficulty
is experienced in identifying or
even counting, owing to the force
of the explosion scattering victims'
mangled remains for some con-
siderable distance. Splendid work
was done by the E.T.M. motor
buses, by which the wounded
were hurriedly transported to
hospital.

unless care be taken to prevent its
giving rise to a fly nuisance, has
been known to be, and will con-
tinue to be, a grave source of
danger. The substitution,
wherever possible, of water-flush-
ed public latrines for former
"dry" latrines is put on record as
being a step towards the reduc-
tion of the chances of infection,
as also is the installation in pri-
vate houses of water-closets to
replace the "bucket" privies
formerly found in nearly every
house.

Much has without doubt
been done, by the provision of
more public water supplies and
the installation of water closets,
to keep the disease in check, but,
as Dr. Pearce rightly points out,
there will always remain the
necessity of paying heed to the
canons of domestic hygiene. It is
here that residents can take their
own precautions and incidentally
co-operate with the authorities in
helping to keep down the disease.
It is not sufficient to rely solely,
in these matters, on the automatic
benefits which accrue from
Government measures. We each
and all have a responsibility to
ourselves and our neighbours,
and, in the interests of the Colony
generally, we should strive to do
our part towards the safeguard-
ing of public health.

THE HONGKONG HOTEL FIRE.



Above are pictures taken during the big fire at the Hongkong Hotel yesterday. Top
photo shows dense volumes of smoke and flames bursting through the roof. Central photo
depicts firemen and naval ratings at work on the roof. Bottom photo
shows the fire bursting through the fourth and fifth floors. (Photos: Meo Cheung).

WU PEI-FU.

CONTACT WITH CANTON
GOVERNMENT.

The report is current in official
circles that Wu Pei-fu's special
representative, Mr. Poon Chan-fa,
has arrived at Canton, bearing a
message to the effect that Wu Pei-
fu has approved of the four prin-
cipal points announced in the re-
cent manifesto of the Kuomintang
that is, namely, to form a Na-
tionalist Government with the con-
sent of the people; to call a meet-
ing of the people at the earliest
possible time; to agree upon a
Constitution at the meeting; and
freedom of assembly and of ex-
pressing opinions by speech and
through the medium of the press
and circulars be embodied in the
Constitution.

It is said that the special repre-
sentative is negotiating with the
Canton Government the working
basis of an agreement.

THAT \$75,000.

MAY BE RETURNED
TO SHANGHAI.

Peking, Jan. 1.
It is semi-officially reported that
the Foreign Office has wired to the
Commissioner of Foreign Affairs in
Shanghai instructing him to return
the Municipal Council's cheque for
\$75,000 in connection with the shoot-
ing affair.—*Reuter*.

PEKING PRESIDENT.

EXPECTED TO RETIRE.

Peking, Jan. 1.
Chinese circles report that Tuan
Chijui is pessimistic regarding the
situation owing to the death of Hsu
Shueh-cheng and is desirous of re-
tiring shortly. Some of the vernac-
ular papers state that he is retiring
on the 15th inst.—*Reuter*.

"LITTLE HSU'S"
MURDER.

NO ARREST MADE.

Peking, Dec. 31.
Considerable comment has been
aroused by the fact that Lu
Cheng-wu has not been arrested
for the killing of Hsu Shueh-cheng.
Lu is stated to be staff officer of
the First Kuomintang Army and
to have been accompanied by a
body of troops at the time of the
assassination. It is understood
that the Chief Executive's head-
quarters are sending a coffin and
a General's uniform for the bring-
ing back of the remains to Pek-
ing.—*Reuter*.

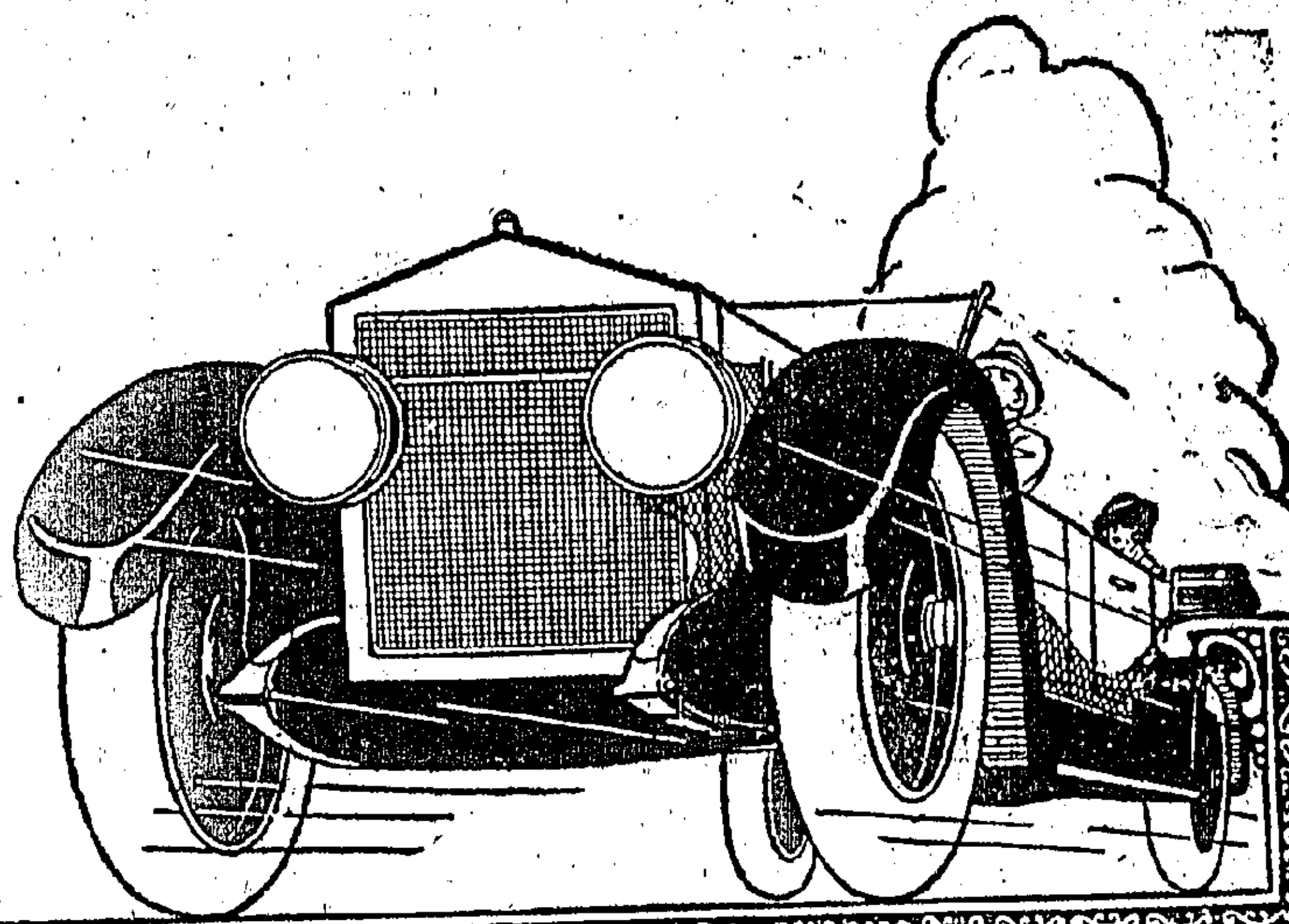
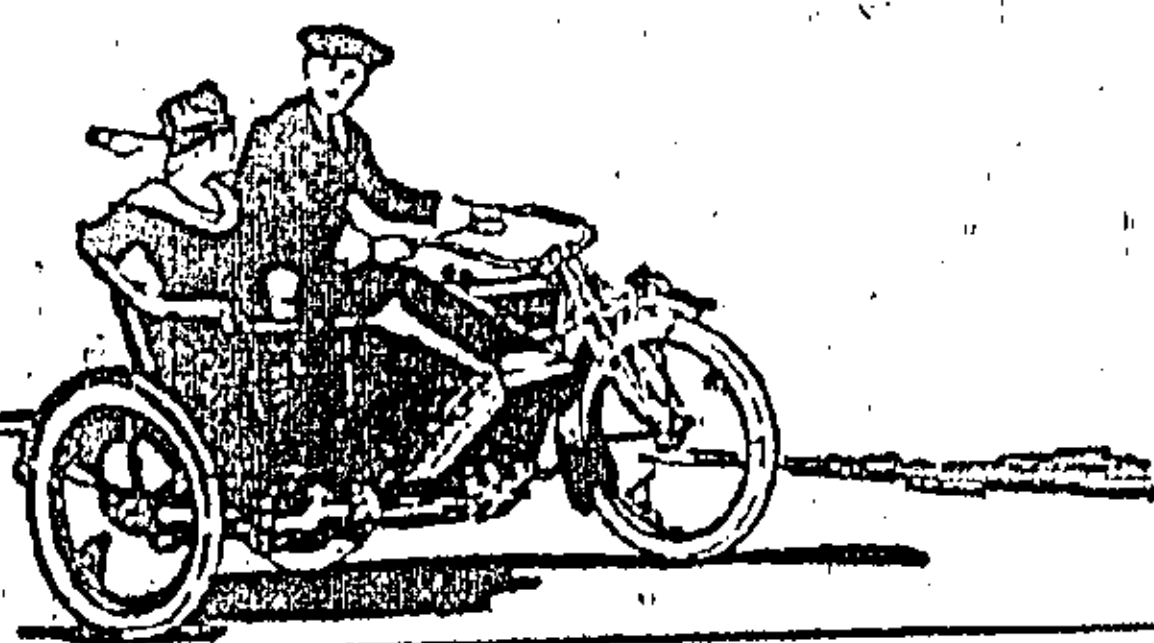
Appearing before Mr. R. E.
Lindsay, at the Central Magis-
trate's court this morning, on charges of
breaking into the Tai Koo Sugar
Refinery and stealing a quantity
of personal effects from a labora-
tory boy, a Chinese was sentenced
to three months' hard labour. To
this was added a further nine
months on conviction on another
charge of snatching from a Chi-
nese woman.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 2nd. January, 1926.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT

A Good Resolution.

Voluntary work is notoriously arduous. And yet it has to be admitted that those who either directly, or indirectly, benefit from the voluntary labour of public-spirited organisations, are not infrequently lacking in appreciation. At the moment we are referring to the Hongkong Automobile Association, which, although boasting a good membership, should receive the wholehearted support of every private owner of a motor car or motor cycle. The number of automobiles has greatly increased in Hongkong during the last year, but it has to be admitted that a correspondingly large increase in membership of the H.K.A.A. has yet to be recorded. Quite possibly many of the newcomers to the ranks of the Colony's motorists are unaware of the work which the Association is carrying on. To all such we would point out that the care of motorists generally is directly due to the H.K.A.A. There are many other aspects which tend towards making the lot of the local motorist easier, and we would take the present opportunity to urge every car or cycle owner who has not yet joined up, to fill in the coupon which appears on this page, and thus show appreciation and give encouragement to such a necessary and useful organisation.

20,000,000.

The message received through *Ruter* during the week that there are over 20,000,000 motor vehicles registered in the United States, is a wonderful tribute to the industry concerned. To America must be given the credit for bringing the automobile within the reach of people of moderate means, not only in her own country, but in every corner of the world. In the early days of the motor vehicle, it was perhaps only natural that a certain risk attended the purchase of one—a risk that trouble was being brought instead of pleasure. Nowadays, the prospective owner not only has a remarkably wide range of cars to choose from, but he also has an assurance that service and reliability will definitely be given him. We are rightly proud of the reputation of British machines, and there was a time when, from the point of view of reliability, British motor vehicles were accepted, as the world's standard. That same quality still rules in the British industry, but other countries have since emulated the British example of thoroughness, realising that quality must not be sacrificed to price. It is because of the reliability of the modern automobile that such a stupendous figure as that given above, should be recorded.

For Health.

As an aid to health, the automobile is unquestionably of the greatest assistance. Especially in such a climate as we have in Hongkong it is advisable to get out in the fresh air whenever possible. The motor car alone solves this problem, for those who own one are enabled to counteract the wearying effect of hot days, by taking a spin through delightful scenery in the restful shade of the evening. Doubtless, with the much lower prices now ruling, many more residents will take up motoring before the next hot season arrives.

A Super Buick.

The Buick Factory has decided on an interesting experiment, which has proved remarkably popular. It is the production of a special model on which no expense is spared—a super-Buick intended for people who demand the very last word in luxury cars without giving a thought to the price. Only two of these models are turned out each week, and a special staff of experts is engaged in producing them. We should have thought that the standard models of these popular cars would have satisfied the most exacting purchaser, but apparently some people like to know that their particular car is in some way different to the general run, because in spite of the greatly increased price, many buyers have made application for one of these super-automobiles.

Stunting.

During the week, a report appeared in the *Press* of an accident which befel three Chinese youths and a motor cycle. It would appear that a new form of stunting has arisen, which, but for the danger to traffic and pedestrians, might well be ignored, because playing monkey tricks with a motor cycle, will sooner or later bring its own punishment. The three tricksters in question, will probably think twice before they again experience the unpleasant sensation of swallowing a few pints of Hongkong's harbour.

The "Essex Six."

It is not surprising that a strong local demand has arisen for the "Essex Six." Since these cars first arrived in Hongkong, ample demonstration has been given of their ability to "stand up" to hard work, and with the trying nature of our roads, it only takes a month or two to find out weak points. The amount of attention these cars need, even after a year or more of regular use, is negligible, and this fact being the universal verdict of owners, is doubtless responsible for the present demand. The price, of course, is almost absurdly low.

MORE AUTOS FOR QUEBEC.

More than 100,000 automobile licenses have been issued from the Quebec automobile bureau in the present year. When statistics are compiled at the end of the year they are expected to exceed previous figures.

STAY IN THE TRAFFIC
LINE, YOU WILL
SAVE TIME AND A
POSSIBLE FINE.

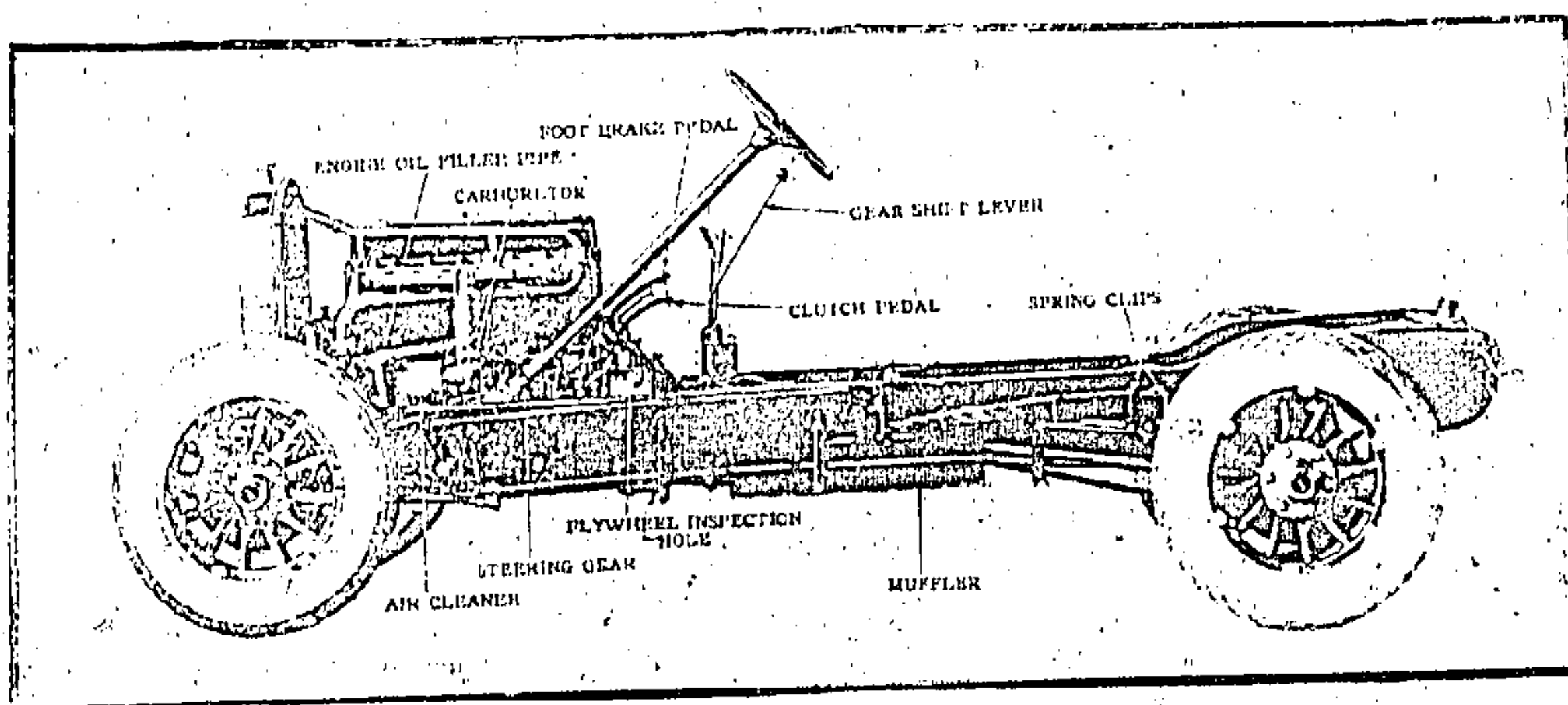
MANY AUTO THEFTS.

Automobile thefts number on the average of 25 cars a day in Los Angeles and the car thieving is increasing at the rate of 20 per cent. in surrounding cities.

MORE MILES FROM TYRES.

Tyre mileage has almost doubled, due to improved tyre construction during the past seven years. This cuts the average consumption of tyres almost in half.

THE BUICK MASTER SIX CHASSIS.



PERMANENT SHOW.

INAUGURATED IN PARIS.

The omission of the Automobile Salon in Paris this year and the great success of private shows organized by individual firms along automobile row has given birth in Paris to a new idea in a permanent show which has just opened and which has been attracting many visitors. The permanent exposition inaugurated at the Saint-Didier show rooms, 2 Rue des Sablons, in without an equal anywhere in the world. Fourteen makes of cars are on display the year round—including one American make—the Chrysler.

McKENNA DUTIES.

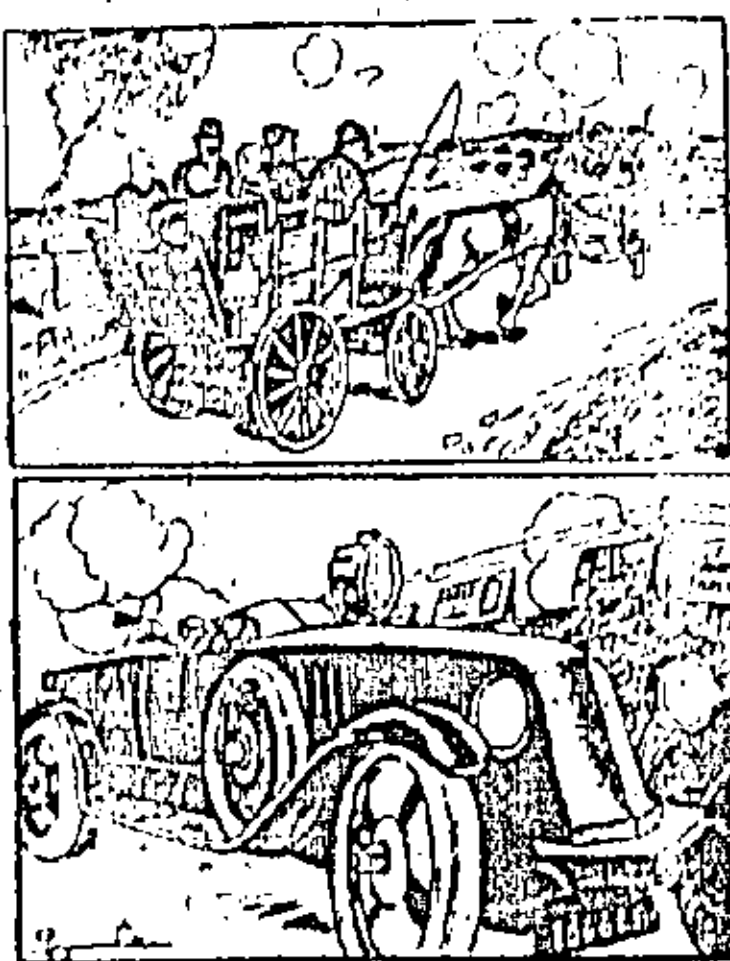
AFFECT FOREIGN IMPORTS.

While in the first three months since the McKenna duties by the United Kingdom became effective, United States exports to the United Kingdom have amounted to slightly less in value than in the corresponding period last year, the total export value of the goods affected by the tariff has been larger. During July and August, 1924, motor cars imported into the United Kingdom were valued at \$747,506, and during the same months this year \$1,759,060.

U.S.A. PRODUCTION.

Production of motor vehicles in October in the United States reached the unprecedented total of 454,327, the highest of any month in the history of the industry, and a gain of thirty-six per cent. over September.

Chrysler sales in the first nine months of this year have been 180 per cent. higher than for the same period of 1924.



A GREAT INJUSTICE.

One horse-power. Sixty horsepower. — *Pele Mele*, Paris.

14/40 VAUXHALL.

LATEST IMPROVEMENTS.

Considerable improvements have been made this year in the 14/40 Vauxhall, the full benefit of which has been enjoyed by buyers of the new cars during the last few months. The narrow body is replaced by one unusually roomy; a homogeneous design of four-wheel braking, with a massive tubular front axle bored from solid steel, is provided; and engine balance is brought as nearly as can be to perfection by means of the new balanced crankshaft.

The 14/40 Vauxhall in its current form is not only a very solidly built car (the "Princeton" touring car weighs 24½ cwt.), but it is also a large one for its horsepower, and as it is fast and lively with an exceptionally good power-to-weight ratio, its appeal is extended to those who desire full body accommodation in a car of this size, while it continues to satisfy those who look for its already well-known qualities of performance.

1926 CARS.

The outstanding topic in motoring circles just now is the Olympia Show. In its four special show issues, dealing specifically with accessories, the buyers' guide for 1926 models, the show forecast and guide and the Show report, *The Autocar* affords the fullest possible description of 1926 models for overseas readers who obtain and file these four numbers for future reference.

SPARE PARTS.

This year, a record has been established in the British Isles in the number of motorists fined for exceeding the speed limit. It should be spelt Speed Limit.

The Admiralty have recently bought a number of motor lorries. Apparently their ideas are not always at sea.

Statistics show that people live longer now-a-days than fifty years ago. This, of course, is not the fault of pedestrians.

An American strong man allows a motor car to rest on his chest. He should have sampled the plum pudding we ate on Christmas Day.

We think that it is rather unwise to fit a mirror on a car driven by a lady.

The Police at Oxford have taken up morris dancing. Morris-building however, remains the main industry of the district.

Dartmoor roads are said to be in a bad condition at Home. Suppose motorists dart more carefully round the corners in consequence.

At Aberdeen last month, two men were fined for hiring a taxicab on Sunday. Obviously visitors.

It has been suggested that all cars should have two horns. They would then look like the very devil!

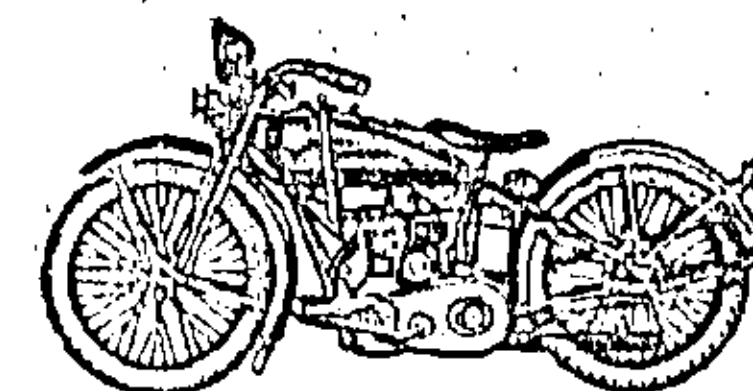
Glasgow is going to adopt the White Line for traffic guidance. We understand that the Black and White Line, which has been popular in the past, is not likely to lose favour.

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THE HONGKONG AUTOMOBILE ASSOCIATION
— fill in this form and send it to the Honorary
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Please send me application form for membership
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Association.

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70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—
800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you know would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

The third consignment of HARLEY SINGLES (side by side valves) and (over head valves) are expected on the 1st. December or latest the 31st, by the "EMPRESS of RUSSIA." Prospective buyers that were disappointed on the first and second consignment better put your orders with us now.

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Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Mobiloil

Make the chart your guide

Is it not strange that a man will spend hundreds of hard-earned dollars for a motorcar and then ruin it by using poor quality lubricating oil? Yet so many do it there must be a reason.

They do not believe that one oil is better than another, and think all the educational work this Company has done and is doing, a dodge to get their money.

Many years ago, we set out to educate the oil-consuming public and the progress to date has been remarkable. The fact that we are the largest strictly lubricating oil company in existence speaks volumes for the Company's Correct Lubrication Policy. To say that we have been successful is putting it mildly.

Quality and Service are the two words we have in mind when producing Gargoyle Mobiloil.

The use of the Correct Grade of Gargoyle Mobiloil, as specified in the Chart of Recommendation, will insure your motorcar against an early trip to the scrap heap; give you more mileage to the gallon of benzine, and horse power to your engine and eliminate expenditure for repairs due to the use of poor quality oil.

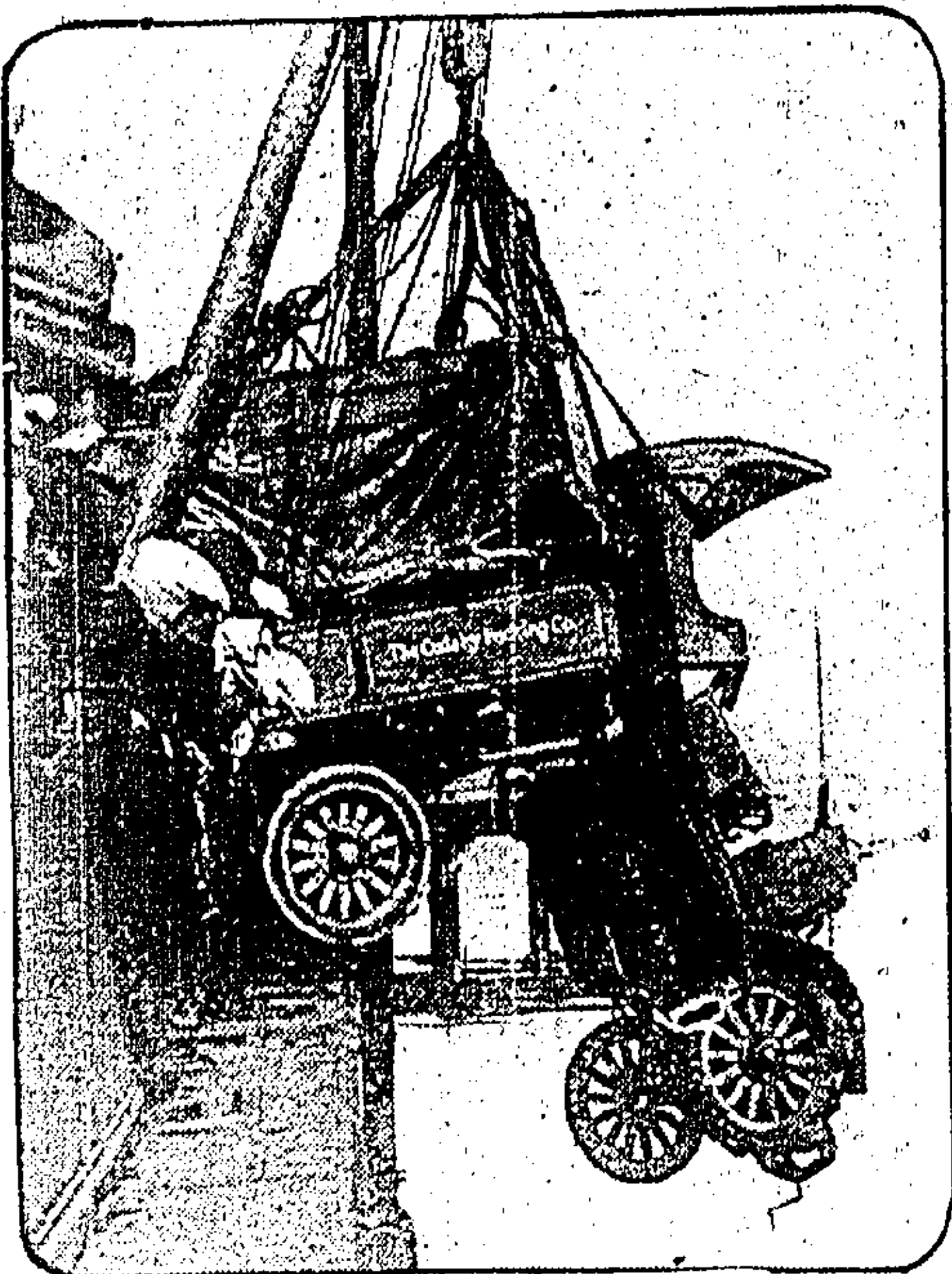
Ask your dealer for Gargoyle Mobiloil and Make the Chart your Guide when selecting the Correct Grade.

VACUUM OIL CO.

THE SINCERE CO.

An automatic cranker has been developed to start an automobile motor the minute it stalls. If this cranker is used it is necessary to switch off the ignition to stop the motor.

AFTER A COLD MORNING BATH.



This heavy motor truck is being pulled from Fort Point Channel, Boston, Mass., after she crashed through a railing and gave her drivers an involuntary ducking in the icy waters.

90 MILES PER HOUR. THE MOTOR CAR OF THE FUTURE.

Adaptation and perfection of cooling and lubricating systems used thus far only in the finest types of racing engines will be one of the urgent requirements of the motor car of the future, which Walter P. Chrysler, president of the Chrysler Corporation, forecasts will be capable of developing 100 horsepower and speeds up to 90 miles an hour.

A large measure of the success of the motor car racers who have astounded the world by their tremendous speeds during the past summer, has been made possible by development of cooling and lubricating systems which permitted motors to operate efficiently at the excessive speeds demanded.

Mr. Chrysler, in a recent conversation, asserted that these results would undoubtedly be the basis of even greater and finer development of cooling and oiling systems for engines in every day use, inasmuch as the life of a motor depended so vitally on the proper functioning of these two units.

"In addition to remarkable engineering developments in oiling and cooling, we are also on the eve of vital changes in crankshaft and camshaft design and production, which will play an important part in the advent of the car of the future," Mr. Chrysler said.

"New machinery will be

THORNYCROFT SUCCESS.

100 GUINEA TROPHY WON.

Striking evidence of the lasting efficiency of Thornycroft motor vehicles was afforded at the Sixth Annual Birmingham Parade of the Commercial Motor User's Association held recently, when the Dunlop 100-Guineas Trophy was awarded to a team of three Thornycroft lorries owned and entered by Messrs. S.P.D., Ltd. Two of these vehicles were built in 1917 and the other in 1914, and all of them had given considerable war service before being acquired by their owners, who do most of the transport work for Messrs. Lever Bros., Ltd., and their associated companies, with a fleet of over 100 Thornycrofts.

It is certainly extraordinary that vehicles with eight to eleven years' service should be winning prizes at such keenly contested events at these C.M.U.A. parades, even though it is not unusual for Thornycrofts to so distinguish themselves. It will be remembered that the London Parade, the largest and most keenly contested of all, has been won by teams of Thornycroft vehicles, entered by different owners, four years in succession, which includes the annual award of the Commercial Motor Cup.

developed for their production and this machinery will be fitted not only with new grinding equipment, but with test and inspection gauges which will automatically keep these parts absolutely correct to the most infinitesimal dimensions.

"But it will be in valve tappet design that the greatest advances will occur. Engineers, long ago, felt that the mushroom tappet type was most efficient, but the properties of existing designs failed to provide for durability and utmost efficiency. So for years they have been working to develop new types of materials which will function with a minimum of wear.

"Piston construction is also undergoing further exhaustive study. Engineers are not satisfied with either cast iron or aluminum pistons. They tell us that designs are being perfected which will permit the use of alloys combining the desirable physical properties of aluminum—light weight and rapid cooling—with the comparatively slight expansion of cast iron. Such a material is bound to play a most important part in the development of the motor of the future.

"But the car of the future will not only be the result of further advances in motor development. The rest of the chassis must keep pace with it. Finer and sturdier transmission and differential gears will be needed, with better and smoother responsiveness to operation, so that the power developed by the new engine may be transmitted to the rear wheels with minimum loss.

"Frames will be more sturdy and more right. Spring mountings will give greater riding comfort and greater freedom from road shocks.

"We already have designed new types of axles to care for the greater twisting strain of four-wheel brakes. Still better braking, which will make travel at 90 miles per hour even safer than 30 and 35 miles an hour is to-day, will necessitate corresponding strengthening of axles.

"Exhaustive study of wind resistance will result in the development of new body lines, which will be a large factor in increased speed and greater fuel economy.

"The new car, when it arrives, will be the result of a new standard of balance in a motor car. Its greater power will be the result of perfect co-ordination. And the other units will be designed and built in line with the capabilities of the engine. Metallurgical tests will give us new properties in metals; new production methods will give us greater accuracy and precision of manufacture.

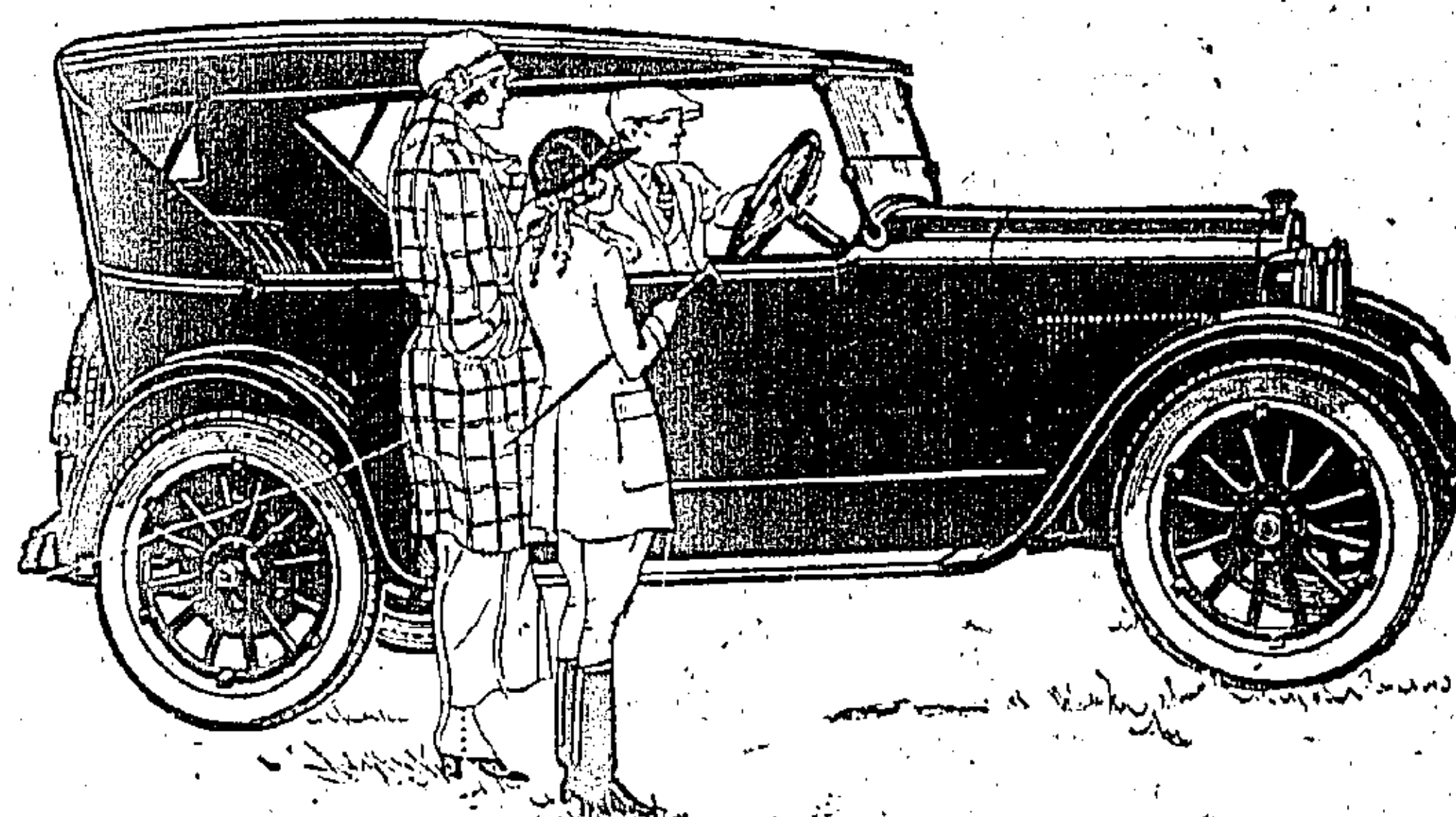
"Judging from revolutionary results within the motor car industry in the past two years, I do not believe I am unduly optimistic in anticipating that the near future will see a new apex of achievement marked by the announcement of a car of the sensational properties of 100 horsepower capable of sustained speeds of 90 miles an hour, with the same ease, smoothness, comfort and safety with which we now achieve 70 miles. And such a car will be produced at 25 per cent. less cost than the most efficient motor cars of the present day."

DODGE BROTHERS TOURING CAR

The world has built many thousands of miles of good roads, but there are still vast areas where roads are extremely difficult to travel.

In these undeveloped regions, Dodge Brothers Touring Car is particularly popular. Its weight is right. The engine possesses ample reserves of pulling power. And if "given reasonable care and faithfully lubricated, the working parts of the car rarely call for the owner's attention,

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY



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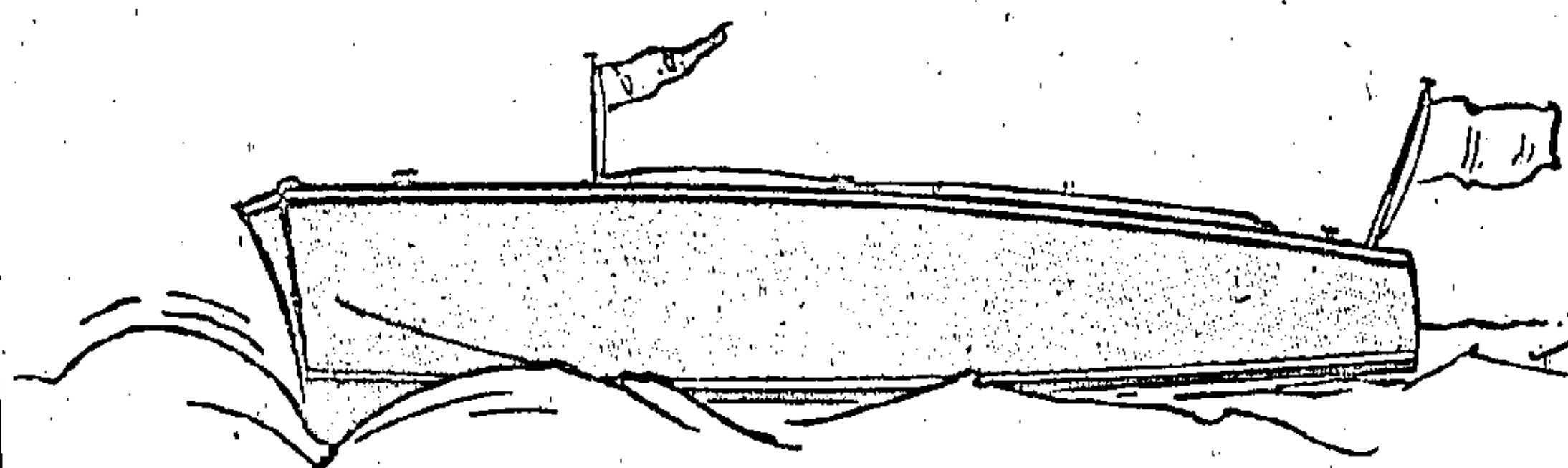


They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

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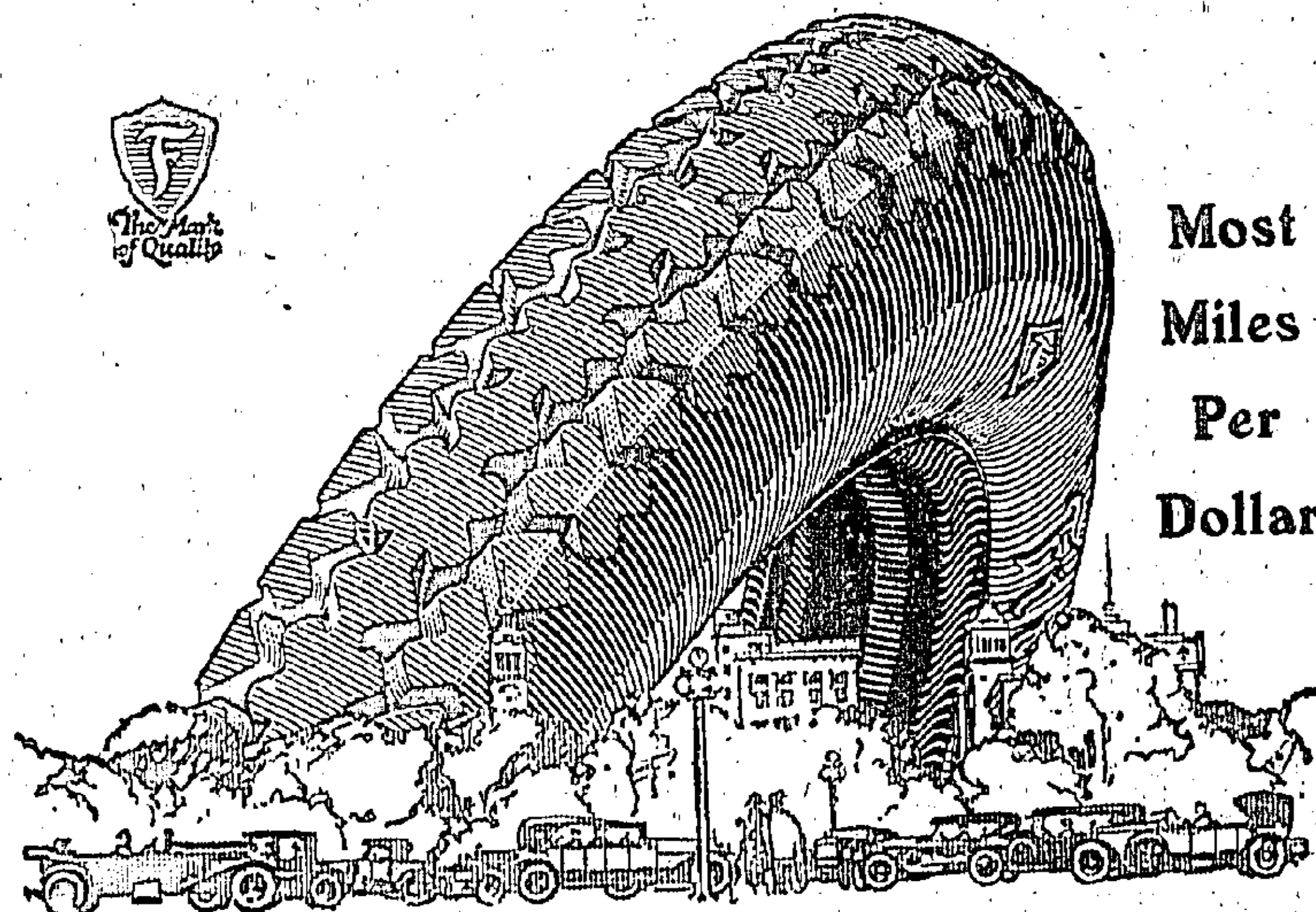
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The confidence of car owners in the MARK OF QUALITY has come as a result tyre service which answers the most difficult tests.

This is largely due to the Firestone Gum-Dipping process. The

famous method is used on select rubber, chosen by experts in our Singapore headquarters. It renders the tyres practically immune from internal friction and the disastrous results of heating.

Let us confer with you as to why Firestone Gum-Dipped Cords, with their safety, comfort and good looks, are best for any car.

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By calling at our office we will be pleased to explain our Plan and remember service after sales. Stocks Carried off—

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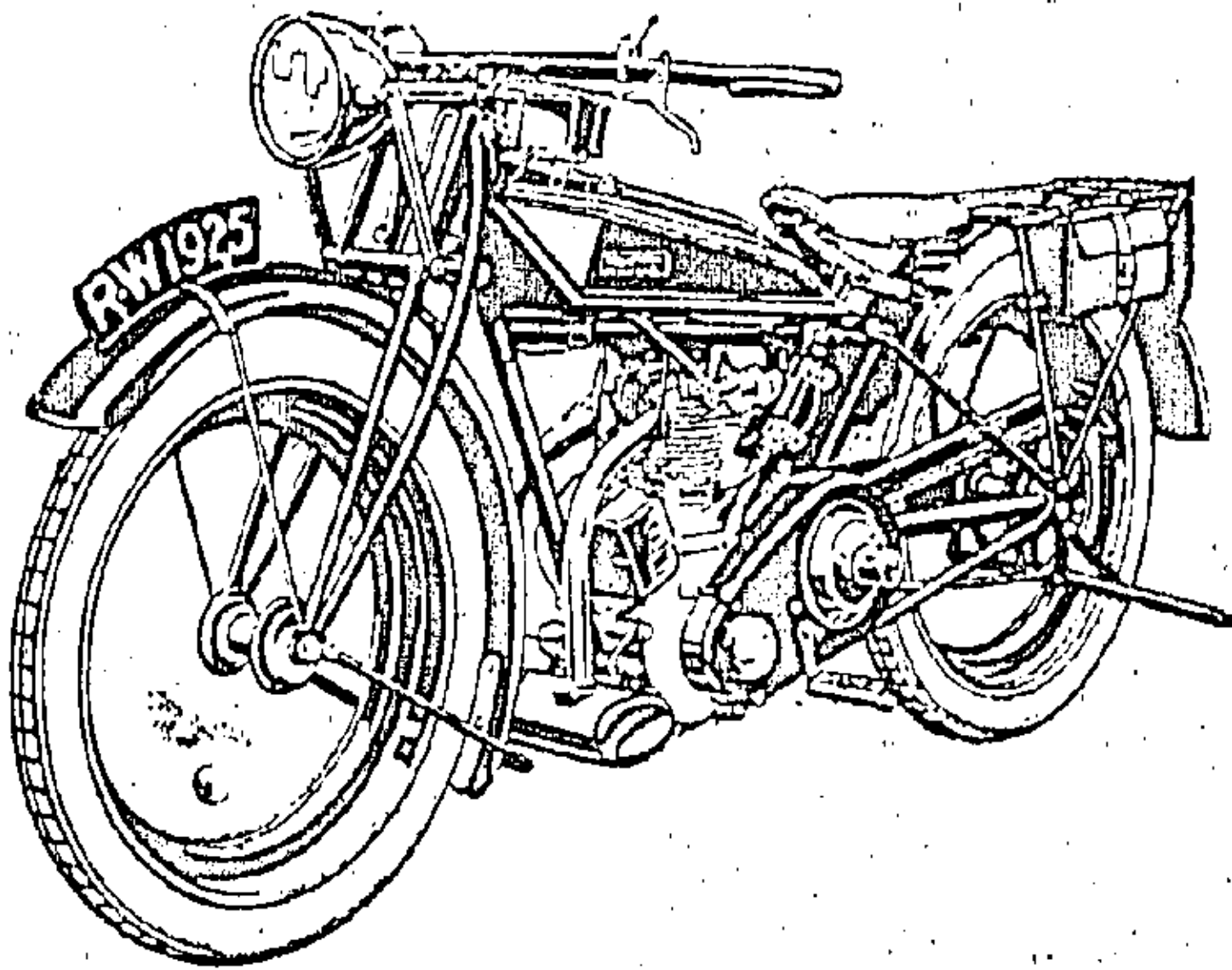
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THE PLAIN MAN AND HIS CAR.

VL—CONTROLS

(By P. W. F. Mills.)

The controls of a car may be divided into those that are operated by hand and those that are operated by the feet.

The hand controls are the steering wheel, the throttle lever, the ignition timing control lever (spark lever), gear control lever, brake lever and ignition cut-out switch. There are three controls operated by the feet, the clutch pedal, the throttle pedal ("accelerator") and the brake pedal. The duties attaching to the various controls will be clear from what has already been said in previous articles, and it remains to consider their use only.

The Steering Wheel.

It might appear that this control is the simplest of all, and that nothing could be said about it beyond pointing out that turning the wheel over to the right steers the car to the right, and vice versa. There are, however, certain points to be noted about steering and use of the steering wheel. A car does not quite swing on its vertical central axis in cornering, and with a car of average wheelbase it is necessary to allow a margin as the front wheels clear the edge of the road in order that the rear wheels may "get round" without fouling. The amount of steering lock available varies a great deal with the type and make of car, and sooner or later the driver will be faced with the temptation to alter the lock with the car stationary, an act which he will probably feel without being told to be unwise, but which will appear likely to put a speedy end to some awkward maneuvering in what may be a particularly narrow road. This should always be avoided if possible, owing to the strain thrown on the entire steering gear. Perhaps even worse is the practice of exerting force on the road wheels themselves, the steering wheel being rotated in consequence. This would be impossible were the steering gear truly "irreversible," but in the ordinary way steering gear which is so described, in order to distinguish it from gear in which direct pressure is exerted on the steering pivot connections by the steering wheel, is designed in such a way that road shocks are able to make themselves felt at the steering wheel to a small extent. If this were not so the steering would lack the "feel" which the majority of drivers deem essential to comfortable driving. But it must be remembered that the steering gear is being treated in a manner contrary to its natural tendency when the road wheels are forced to

"drive" the steering wheel, and it is usually possible to have an assistant at the steering wheel in circumstances which make it imperative to alter the lock with the car itself stationary.

The Throttle Lever.

The throttle lever may be "act" in any desired position, whereas the throttle pedal cannot remain in any but the "closed" position except by pressure of the foot. Thus the former serves to provide a basis for acceleration and deceleration in ordinary running, all ordinary changes in engine speed being made through the agency of the throttle pedal. The throttle valve in the carburettor performs its function of varying engine speed, as its name implies, by throttling or restricting the aperture through which the engine draws explosive gas from the carburettor. If there is no very great load on the car opening the throttle will increase the speed, but there may be more important factors than throttle opening which control the speed of which the engine is capable under given conditions. In the case of a car which is climbing a steep hill on its highest gear, for instance, it is most unlikely that once a certain point is reached, further opening of the throttle will result in an increase in speed. For this reason it is advisable to discount the boasts of certain of one's motoring friends that such and such a hill was climbed "on top gear, with plenty to spare," these claims only too often being upon the assumption that as the throttle pedal had not by any means reached the limit of its travel a further increase in speed could have been obtained if desired. Too great a throttle opening under circumstances such as those outlined above would probably result in the distressing symptom known as "choking," with adverse effects on engine running. A driver is usually able to discover the amount of throttle opening which best suits given conditions by giving an attentive ear to the "beat" of the engine.

The Ignition Timing Control Lever.

Use of this lever must be based on the theory of ignition timing, which is briefly this. An explosive vapour requires a certain amount of time before ignition is complete, and this time varies slightly according to whether the vapour is in fact richer or weaker than the theoretically perfect proportions. Generally speaking a weak mixture requires more time than a rich one. A loose but readily understood way of stating the theory of ignition timing is to say that the spark has certain work to do for the piston which it must complete at a given point in the piston's career and over which it must expect to take a certain time. As the piston, moving faster, approaches the critical point in its career more rapidly the spark must commence its work earlier in order to complete it "on time." The rule, therefore, is that spark advance should follow increased engine speed (irrespective of the speed of the car), and that the spark should be retarded at once should the engine speed drop from any cause.

The ideal state of affairs is aimed at by the designers of some of the more expensive engines, who fit a centrifugal "governor" driven by the engine which automatically controls the ignition timing to correspond with the speed of the engine. Some engines, particularly the high-speed type becoming so common in "sporting" small cars, are particularly sensitive to correct ignition timing. Other engines, on the contrary, seem to run satisfactorily without more than the most obvious use of the control. A practice commonly employed is keeping the spark as fully advanced as possible during running unless the engine shows clear signs of distress. For ordinary purposes this rule works well, but a driver who bears in mind the theory of ignition timing control will remember not to follow the rule too literally.

In starting by hand, when the crankshaft speed is necessarily very low, a spark advance which might be suitable for ordinary running is dangerous, as the spark, even when fully retarded by the timing control, occurs some time before top dead centre is reached. The mixture usually

6-CYLINDER CARS.

POPULAR IN SCOTLAND.

By Capt. E. de Normanville.

The Scottish Motor Exhibition is being held this year at the Industrial Hall, Edinburgh, and remains open until January, Kelvin Hall, Glasgow, was so seriously damaged by fire a few months ago that a new venue had to be found.

Though the space at Edinburgh is more restricted, the show is none the less fully representative of the best motor-cars at present on the market. As usual, most of the stands are occupied by leading Scottish motor agents and concessionaires, but there are a couple of dozen manufacturers who have their own stands.

Amongst these are the cars of Scottish nationality—the Arrol-Johnston, the Argyll, the Beardsmore, and the Galloway.

Other leading manufacturers exhibitors include Bean, B.S.A., Citroen, Daimler, the General Motors Vehicles, Humber, Lan- chester, Lea-Francis, Standard, Talbot, Trojan and Vauxcar.

Trend of Design.

As it is only a month since Olympia closed its doors, it is but natural that the bulk of the exhibition is a replica of the London show. It follows that the trend of design is also the same.

The new six-cylinder models of small h.p. rating and in the inexpensive car class are creating a road impression up North.

About 60 or 70 per cent. of the cars staged are fitted with four-wheel brakes, and in most cases they constitute standard equipment. As there are some popular touring centres in Scotland where steep hills abound, this development will no doubt prove popular.

The new sleeve-valve developments of Daimler and Vauxhall cars are also arousing keen interest, and the new braking system on the Minerva is also drawing its measure of interest.

Other novelties to a Scottish exhibition are the oil and air purifiers fitted to a few cars, as, for example, to some of the General Motors Rudge. (Daily Chronicle.)

supplied on starting is rich and easily ignited, and unless the spark is retarded as fully as possible there is a dangerous tendency for the piston to travel downwards before passing top dead centre. The result will be a "back-fire," with possible injury to the operator.

(To be continued.)

THE FIFTY-POUND CAR.

MORE ROADS NEEDED.

(By Edgar Milne in the Daily Chronicle.)

Eleven years ago I had a chat with Henry Ford, and he told me his dream. And now I have met M. Andre Citroen, and he also has told me his dream. It is curious; it is the same dream—the dream of a motor-car at £50.

But one thing troubled me, and I said so. When the motor-car has become so cheap that every industrious artisan can afford one, where are they going to run? For already the streets in the cities and even on the connecting roads are so congested in some districts that one might as well be back in a pony-trap again.

"That," said M. Citroen, "is a problem which also troubles us, and one in which our statistical department takes the deepest interest."

For a car presupposes a road, a road clear of traffic, and the existence of ten million automobiles would be like an overcrowded dancehall where nobody can really dance. M. Citroen envisages the construction of underground garages all over Paris, for even a car that does not run must be kept somewhere, and garage rents are mounting daily.

An Intensive Industry.

So far France has been slower in output than ourselves, for there they only built 417 cars a day, or a total of 127,121, last year. In all France there are only 574,936 automobiles, whereas in Great Britain there are 888,000, and in America the figure actually reaches to 17,438,000. But think of the area of America!

Meanwhile, the process of invention, the work of improvement goes on. Busy brains are developing, testing ideas of speed, of elimination, of substitution, of comfort, of facilitation, which one day, not far distant, will make the car of 1924 seem cumbersome and old-fashioned. And all the time costs are being reduced, a sixpence, a franc, even a penny a time. "There is nothing in the world to-day," declares M. Citroen, "so intensive as the motor-car industry."

Only, to come back to my starting-point, something will have to be done—the countryside will have to be traversed by hundreds of broad fairways (which, incidentally, take years to build), or when I purchase my £50 car (my own dream, too!) I can only take it along side streets and back

REMARKABLE SERIES OF SUNBEAM CAR SUCCESSES AT SOUTHPORT SPEED TRIALS.

The speed trials promoted by the Southport Motor Club, and held on Saturday, September 12th, resulted in a remarkable series of successes for the Sunbeam car driven by Major H. O. D. Segrave. The full list of events in which the car competed comprised the 2,000 c.c., the 2,000 c.c. single-seater, the unlimited single-seater racing cars, the 3,000 c.c., and the unlimited in the general classes of the flying kilometre events. Also the 2,000 c.c. and unlimited for single-seater racing cars, the 2,000 c.c., 3,000 c.c.; the unlimited in the general classes of the one-mile, events, and the 2,000 c.c. general 10 mile race.

Major Segrave drove in each of these eleven events, was first in every one, and, in addition, won the Dunlop Trophy for fastest car time of the day, the James Trophy for winning the 10-mile race, the Jackson Trophy and the Club Challenge Trophy for competitor securing most first-class awards—a series of successes which probably ranks as the finest performance ever accomplished at provincial trials.

AUTO UPKEEP COSTS.

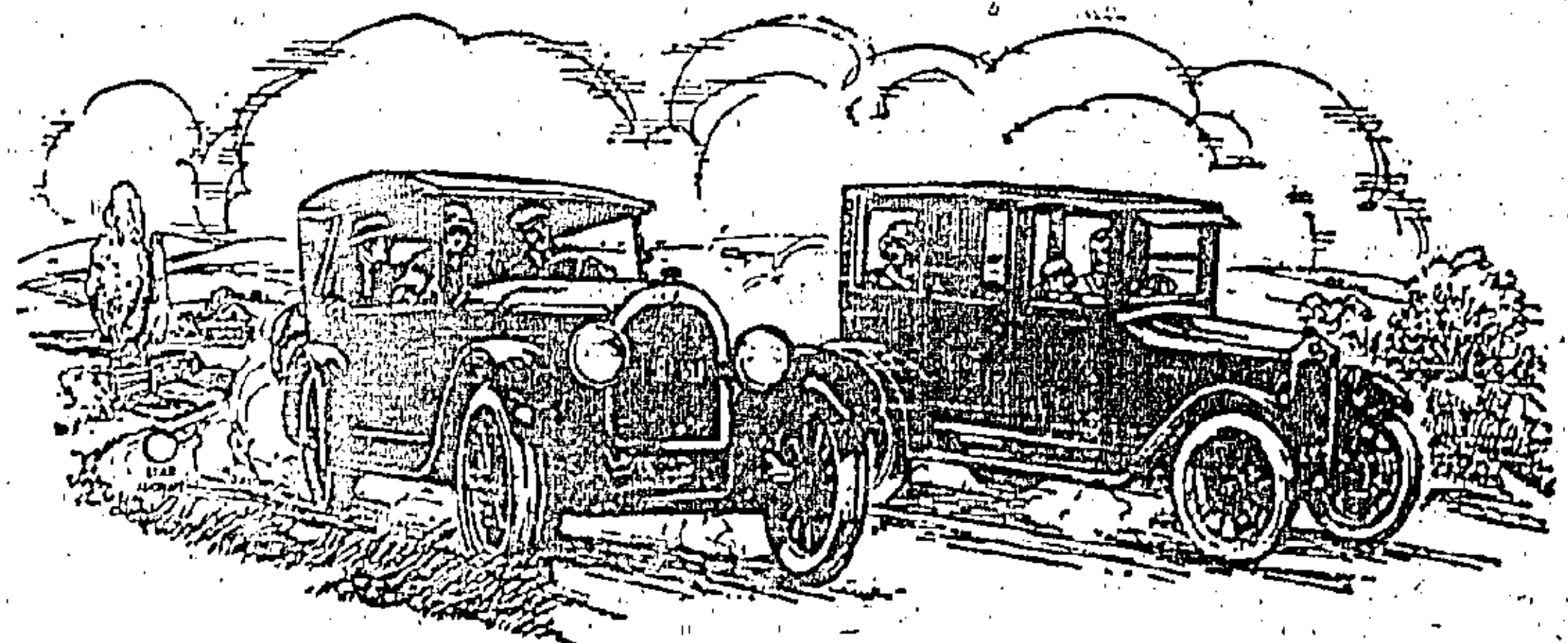
Tests have been made to determine the cost of operating an auto on the mileage basis, figuring wear depreciation and supplies.

The Connecticut State Board of Finance arrived at the cost of 6.1 cents a mile while government figures from Washington show an operation cost of 7 cents a mile.

MANY ACCIDENTS.

Out of 4073 drivers involved in automobile accidents in New York state during May, 93 per cent. had been operating motor vehicles for two years or more. Also about 82 per cent. of those involved in fatal accidents had been driving for two years or more.

lanes. Perhaps by that time I shall have an alternative chance of locomotion. I may be able to buy an aeroplane for £50. I think, perhaps, I would rather have an aeroplane. There is more room in the air—less risk of traffic congestion. And I should certainly like a run for my money!



ALL THE JOYS OF A GOOD CAR

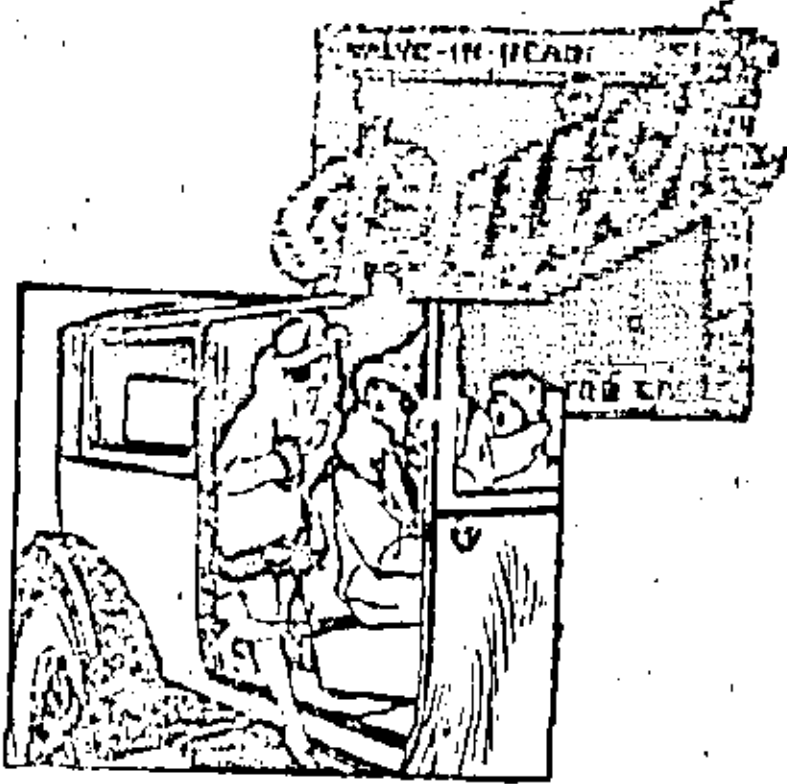
—“at a Fraction of its Original Cost!”

PERHAPS you've put off buying a car because you felt that it was beyond your reach. If so, you need not wait a day longer—the biggest opportunity for owning a good car is presented to you right now by The Dragon Motor Car Co., Ltd.

We offer exceptional values in nearly-new Cars. Come in and look them over; note the very low prices;—you'll quickly decide that you CAN afford to own an automobile NOW.

The Dragon Motor Car Co., Ltd.

88 Wong Nei Chuang Road (Happy Valley).....Telephone Central 1246 or 1247.



In three months, public recognition of the value of the better Buick of 1926 has been so sweeping, that to-day, one in every four cars sold for G\$1,000 or more is a better Buick.

Sole Agents:—

The Hongkong & Kowloon Taxi Cab Co., Ltd.

33—35, DES VOEUX ROAD, CENTRAL, HONGKONG.

Telephone C1036.

(Call or arrange for a demonstration)

1,600 AUTO BILLS.

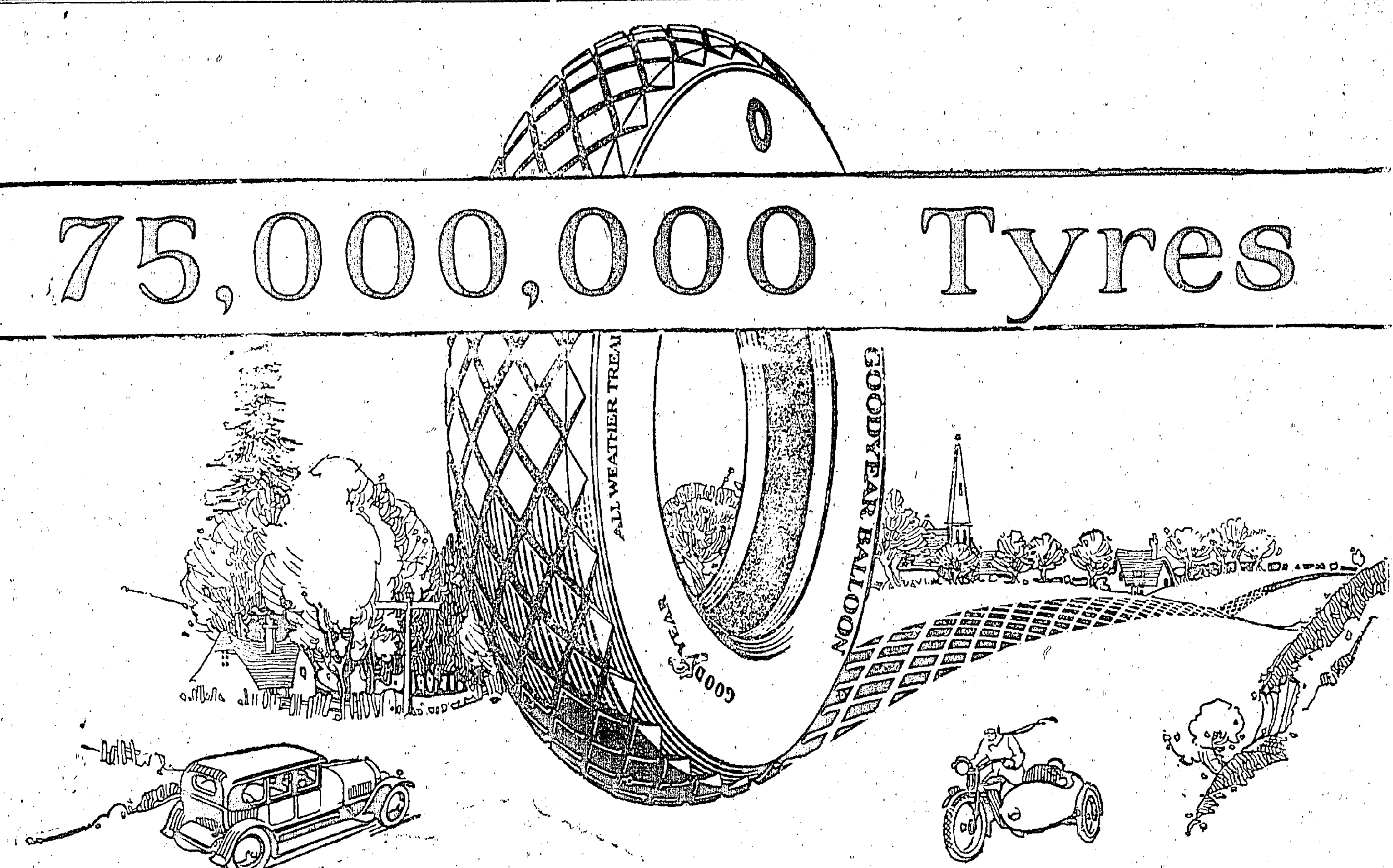
Legislatures in the various American states face the passage, or downfall, of 1,600 bills on auto subjects. Most, says the American Automobile Association, are not worthy of passage.

INCREASE PRODUCTION.

An average monthly production of 6,000 trucks in 1915 grew to over 25,000 a month in 1920. Now truck manufacturers are making more than 40,000 trucks each month.

AUTO DESIGN TREND.

The present tendency of motor car manufacturers is to concentrate on the production of simple straightline machines with greater permanence of body designs.



75,000,000 Tyres

The Experience Behind To-day's Goodyears

Recently the Goodyear Factories celebrated the building of the 75,000,000th tyre, a production greater than that attained by any other manufacturer.

Some conception of the immensity of this total may be had from the realization that this quantity of tyres would be sufficient to equip all of the motor cars built in America during the past ten years.

This huge accomplishment, however, means more than just a record-breaking tyre production. It means that the Goodyear Factories, with their progressive methods and continuous search for improvements, have consistently kept Goodyear products foremost with a resulting greater public demand.

Included in these contributions to the art of tyre-building are the Tyre-Making Machine, Oversize Design, the Straight-Side Tyre, the

Multiple-Cord Principle, the Pneumatic Truck Tyre, and only recently the remarkable material Supertwist.

What the other Goodyear inventions meant to tyre improvement in earlier days, the new cord fabric Supertwist means equally to the balloon tyre now. It brings to this type of tyre that extra elasticity and endurance which are needed to reinforce the balloon tyre's comfort with durability.

Within the Goodyear Tyres you buy to-day are not only the lessons learned in building 75,000,000 other Goodyears, but the special advantages of this new Goodyear material developed for modern needs.

The world over "more people ride on Goodyear Tyres than on any other kind" yet Goodyears cost you no more.

Good Tyres Deserve Good Tubes - Goodyear Tubes

GOODYEAR

CORD TYRES

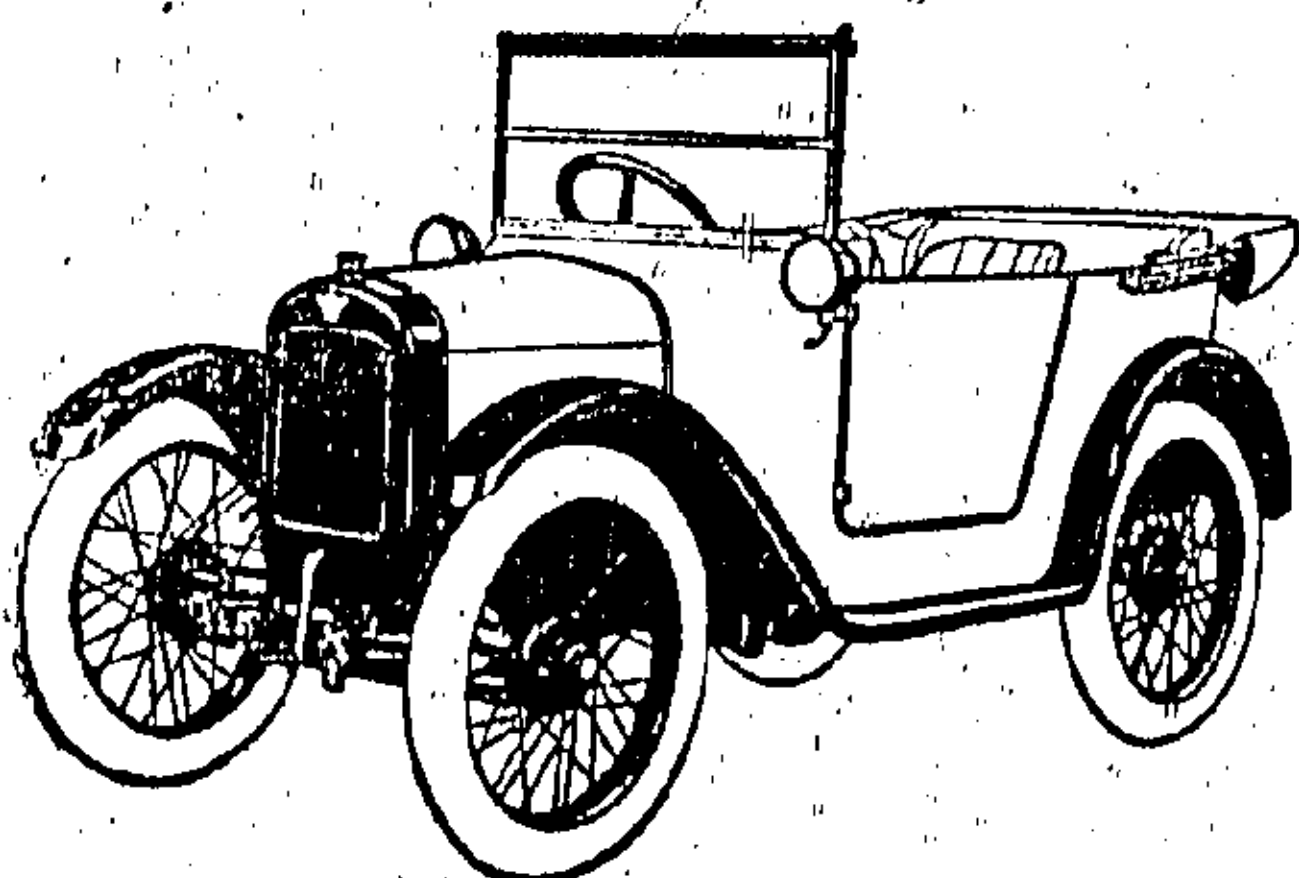
Made with SUPERTWIST

DISTRIBUTORS

ALEX. ROSS AND CO. (CHINA), LTD.,

BANK OF CHINA BUILDING, HONGKONG.

1926 "AUSTIN 7"



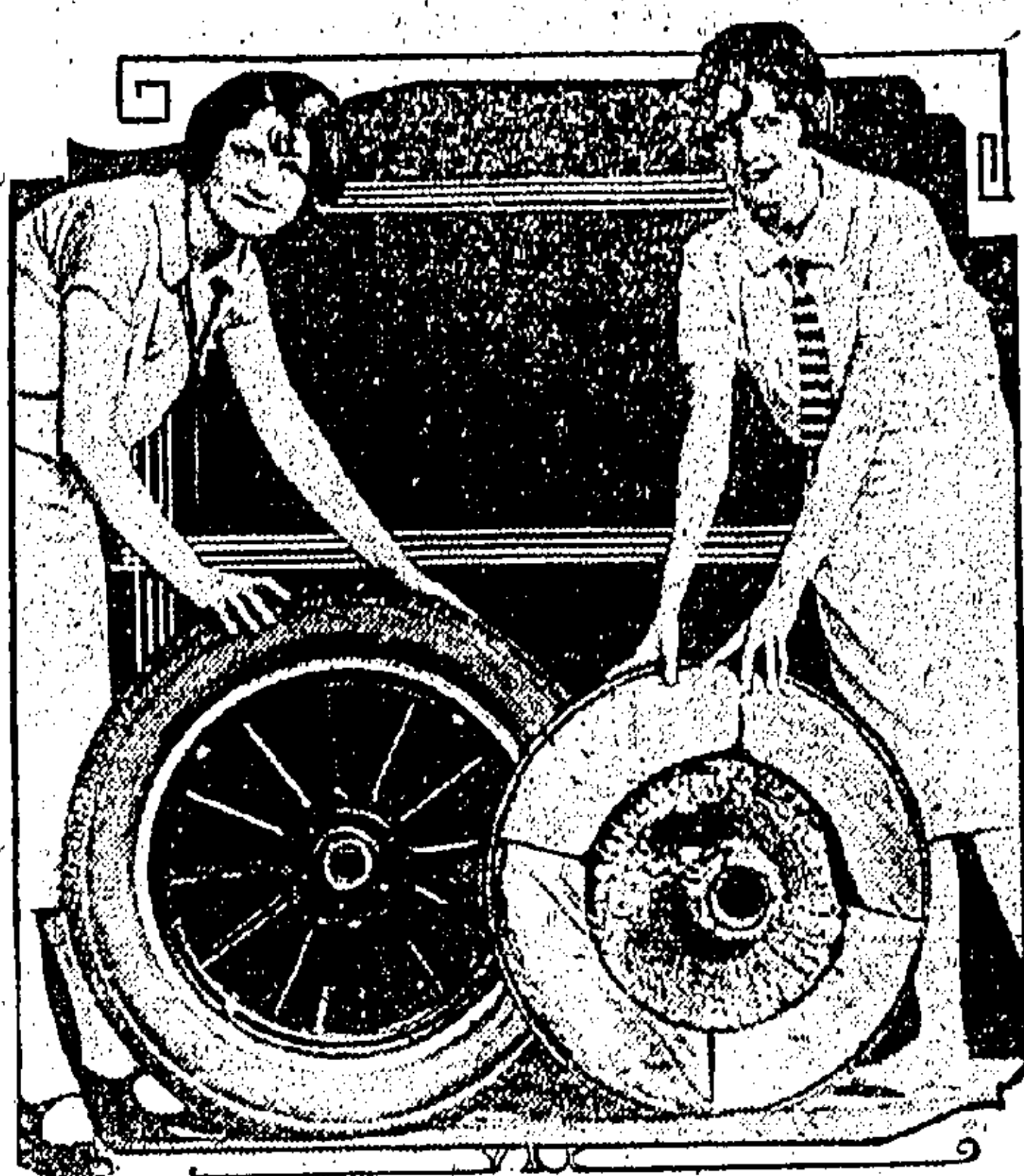
THE WORLD'S BEST SMALL CAR.
A Trial Run Will Convince You, Call or Phone.
(STOCK CARRIED)

Price - - - £169.0.0

Alex. Ross & Co., (China) Ltd.

Show Room No. 1A, CHATER ROAD,
OPEN SATURDAYS AFTERNOON till 5 o'clock.

WHEELS NEW AND OLD.



Time changes vehicle wheels, as this photo shows. A wheel of present manufacture is shown with one used 170 years ago by pioneers in Georgia, U.S.A.

MAKING ROADS SAFER.

Motorists overseas intending to visit the home land for a tour will find in the general adoption of the white line, for long and consistently urged by *The Auto-car*, a simple and efficacious means of ensuring greater safety on the roads. This cannot fail to be appreciated by those to whom driving on crowded highways is a novelty.

HEAT DESTROYS OIL.

Lubricating oil is not worn out by friction but is destroyed by exposure to the intense heat of fuel combustion in an automobile engine or by contact with the hot exhaust valve heads and piston tops, says L. T. Wagner, lubricating engineer of the Standard Oil Company of California.

AUTO LIFTS HURT.

"Free auto rides hurt our business," contends the city railway company of Cedar Rapids, Ia. So the company has asked the city council to increase street car fares from 7 to 10 cents.

NEW LIGHT CAR.

HILLMAN MODEL AROUSES INTEREST.

For a considerable time popular rumour had been busy with regard to the entirely new car that the old-established Hillman firm were introducing for 1925-26.

The new car was shown for the first time at the Olympia Exhibition, and such had been the before-show interest in this car that the Hillman Co. introduced the policy of issuing tickets for their Stand at Olympia.

There is little doubt that the new Hillman "Fourteen" is one of the finest 2-litre cars that have been placed on the market up to the present time, taking into consideration its extremely moderate price.

The models exhibited at the Show were the double dicker, "Fourteen" 5-seater Tourer and the "Fourteen" Saloon. All models are particularly suitable for overseas service, construction of chassis and body being particularly sound, ground clearance good, and the road performance under the most adverse conditions exceptionally satisfactory. The latter point was borne out in the early days of September by a most difficult test carried out by the London motor journal, *The Motor*, from which the Hillman came through with flying colours.

Fitted with an engine of 72 mm. x 120 mm. bore and stroke, giving 35 b.h.p. at normal revs., the chassis has power enough to take even the Saloon model anywhere under the most adverse conditions. Provision also of a 4-speed gear-box is of material assistance in this respect.

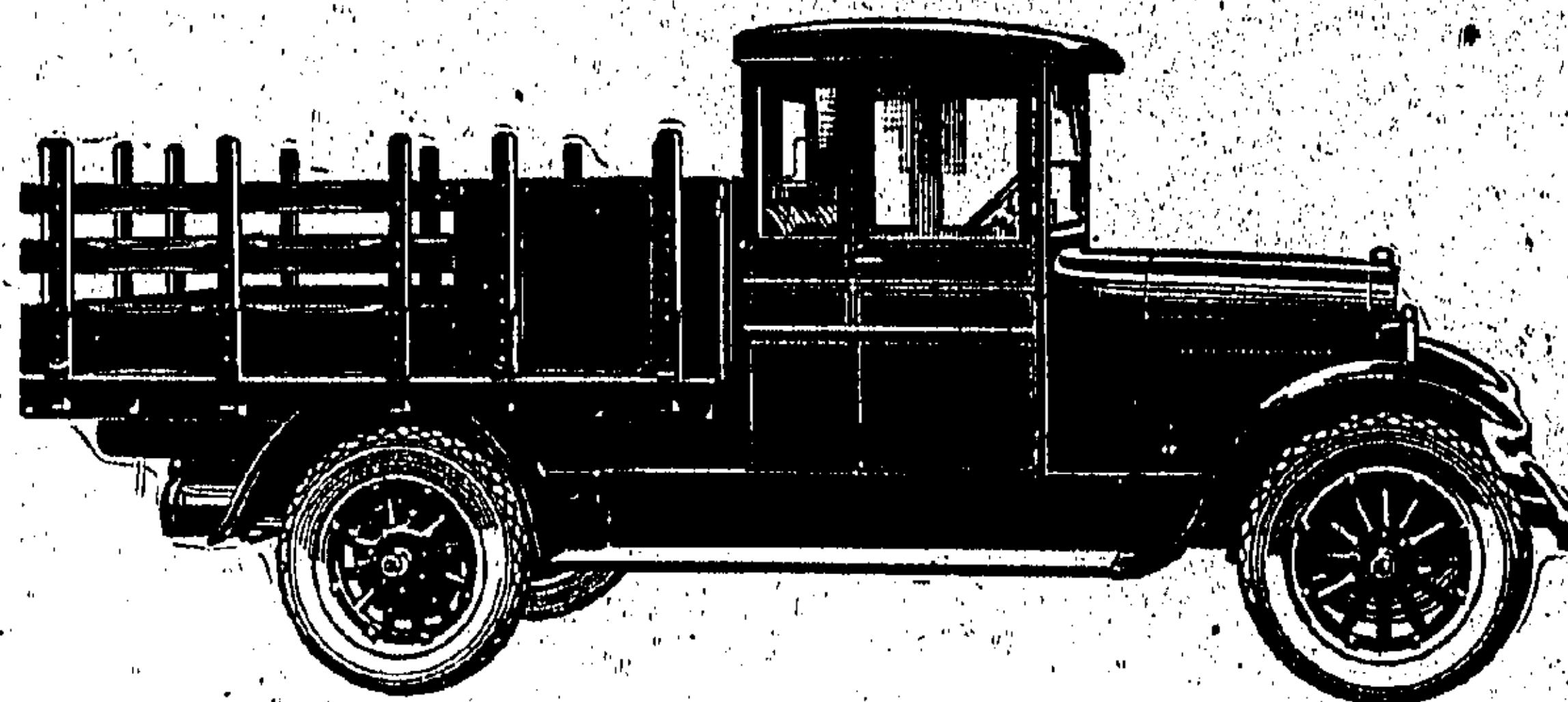
The world exporters of the Hillman cars are Messrs. Rootes, Ltd., 141, New Bond Street, London, England, who at the present time have representatives touring the world. Any enquiries in respect of territory not represented will, we understand, receive their immediate attention.

LONDON TRIES DOUBLE-DECK OMNIBUSES.

All-enclosed double-deck buses have at last made their appearance in London. Commenting on the interest aroused in the use of vehicles of this type in London and the provinces, *Motor Transport* refers to their advent as being another nail in the coffin of the tramcar: up to the present the only point where trams have scored over buses in England has been in their all-weather accommodation, so necessary in the fickle English climate.

SEND INVITATIONS.

Ten thousand invitations to 104 different countries have been issued to delegates to the Second World Motor Transport Congress, New York, January, 1926. The event is sponsored by the National Automobile Chamber of Commerce and will be held at the time of the national automobile show in New York.



Friendly Counsel

Graham Brothers truck production for the first six months of 1925 equalled their entire production for 1924.

Words of commendation from good business men in every part of the world are responsible.

Thoroughly sold by their own experience with these trucks, they in turn are selling their friends.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road, (Happy Valley) C. 1246 or 1247.

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE

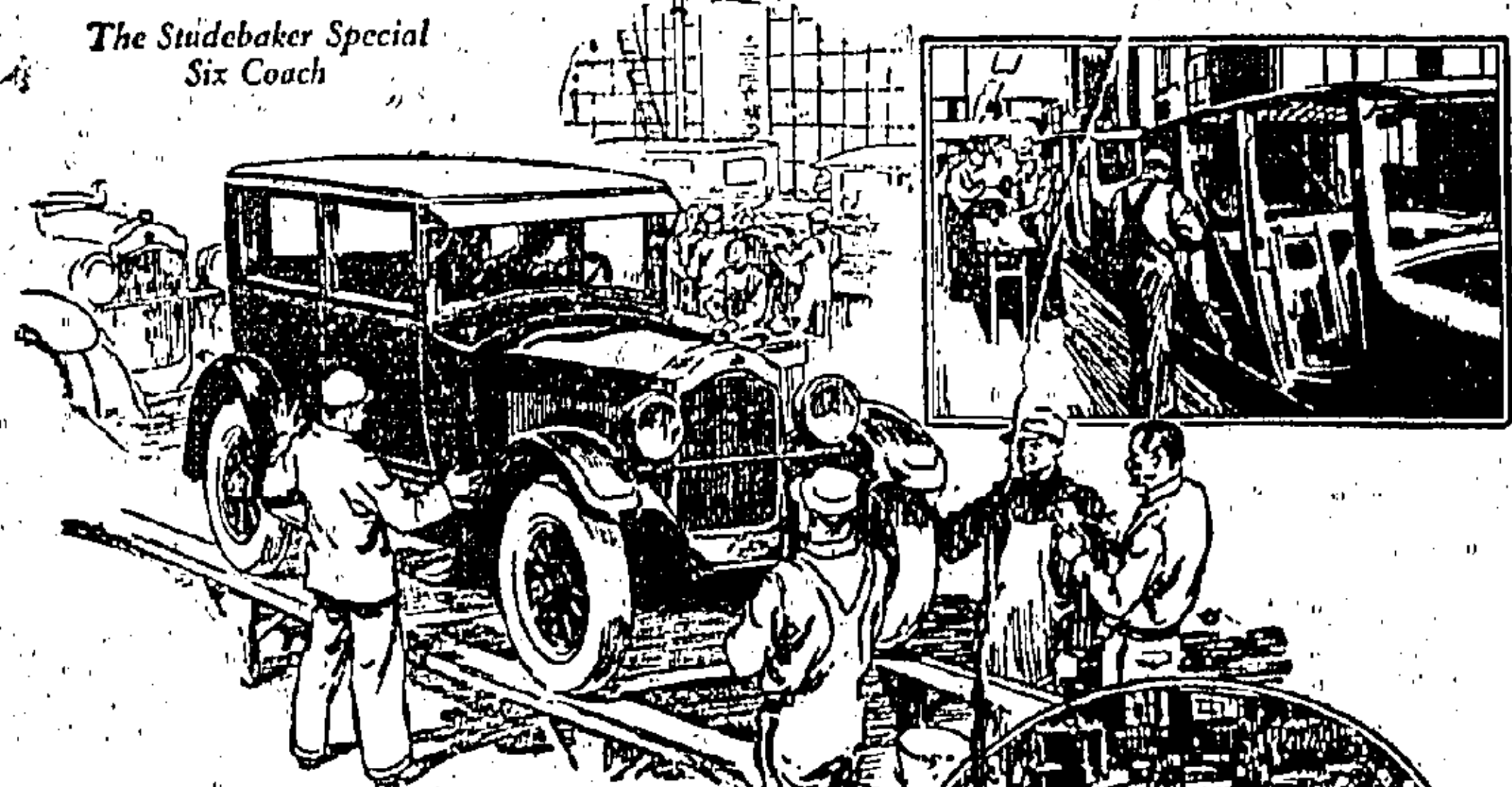
No other
Motor Spirit
at any price
costs so little
per mile
AS
"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN ENGLAND.)

Mammoth Factories Give Studebaker "One-Profit" Values

The Studebaker Special Six Coach



STUDEBAKER has built and equipped great plants in which it makes every vital part of its cars—engines, bodies, clutches, steering gears, differentials, gear boxes, springs, axles, gray iron castings, and drop forgings. Thus it eliminates the profits of outside parts and body makers.

One-profit manufacture not only effects savings which allow Studebaker to use better materials and workmanship, but it ensures perfect co-ordination of units. For every Studebaker part is designed and produced under the supervision of Studebaker engineers.

Only

Ford in the low priced field and Studebaker in the fine car field produce cars on a one-profit basis.

Studebaker "One-Profit" cars offer more in value, performance and endurance because of the conditions under which they are manufactured.

STUDEBAKER, South Bend, Ind., U. S. A.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

SALES
Tel. C. 4759

SERVICE
Tel. C. 4602

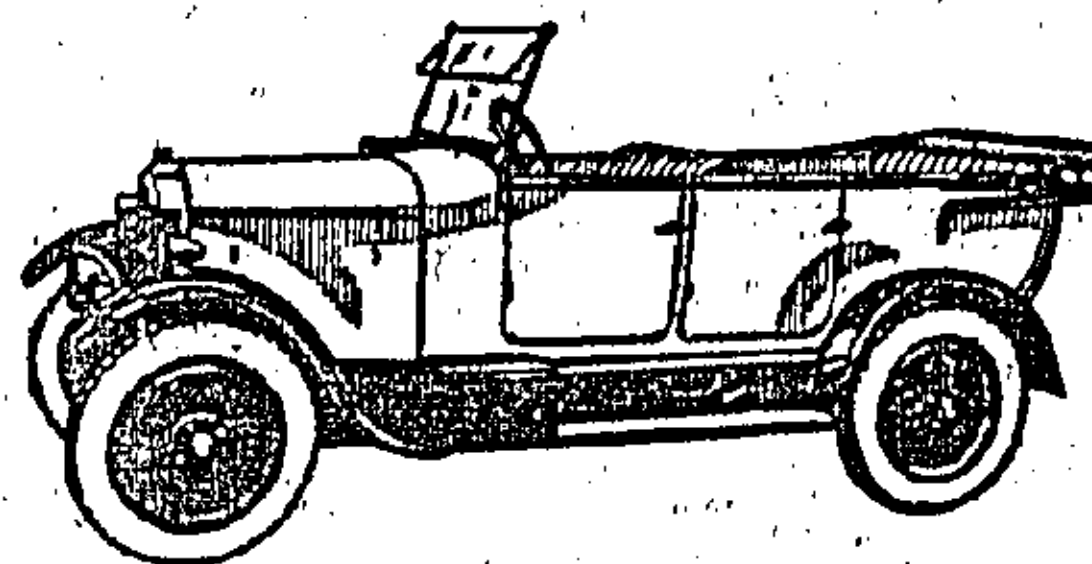
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LEADERS OF QUALITY VEHICLE FOR 75 YEARS

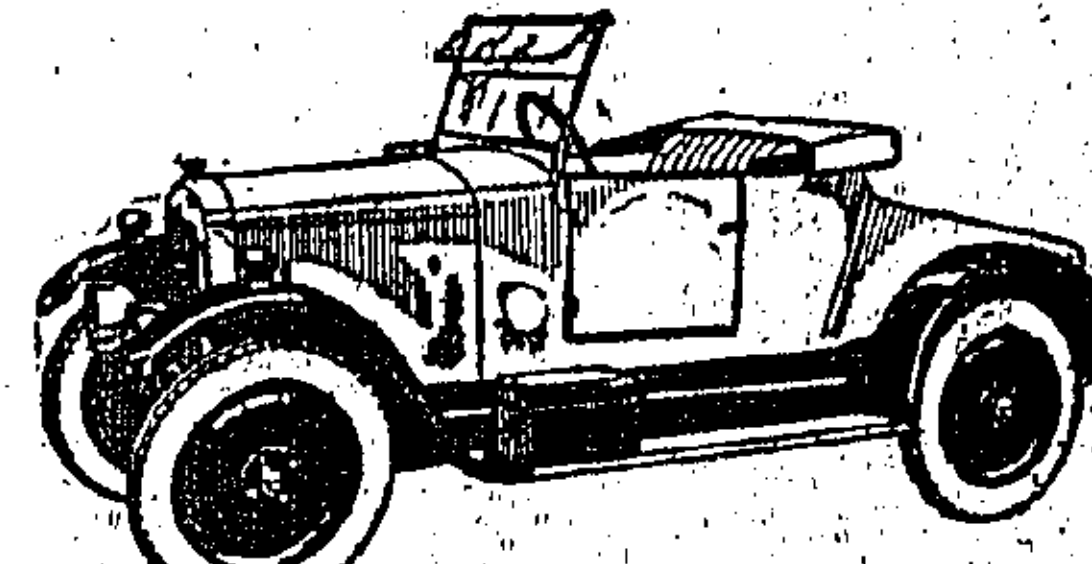
1926

SINGER

1926



FOUR SEATER "DE LUXE"
\$2,200



TWO SEATER "DE LUXE"
\$2,200

BRITISH THROUGHOUT

OVERHEAD VALVES

PNEUMATIC UPHOLSTERY

FOUR WHEEL BRAKES

DUNLOP RE-INFORCED BALLOON TYRES

AUTOMATIC WINDSCREEN WIPER

35/40 MILES PER GALLON

COMPLETE ALL WEATHER EQUIPMENT LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

FOR FULL SPECIFICATION AND DEMONSTRATION

APPLY TO

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

LIGHTING GAS USED.

A Detroit automobile firm uses manufactured lighting gas in testing its motors. The company says this gas is cleaner, safer and more economical than gasoline. Were it not for its bulk, it might be used better on every automobile.

SLOW TRAFFIC.

Proposal has been made in Paris that horse and other slow moving traffic be barred from certain streets during rush hours. Other proposals are to restrict parking, limit the size of street cars and increase the number of one-way streets.

CAR EVERY YEAR.

If the present rate of automobile manufacturing continues in another 10 or 12 years the output will be sufficient to supply every family a new car every year. Roughly speaking, the production has doubled every four years during the last decade.

HONOURS LIST.

TWO KNIGHTHOODS FOR HONGKONG.

GOVERNOR'S K.C.M.G.

London, Jan. 1.
The New Year honours include the following:—

K. C. M. G.

To be a Knight Commander of the Most Distinguished Order of St. Michael and St. George (K. C. M. G.), Mr. Cecil Clementi, the Governor of Hongkong.

[Sir Cecil Clementi was appointed Governor of Hongkong last August, in succession to Sir Edward Stubbs, and arrived here on November 1st. He was made a Companion of St. Michael and St. George in 1916. As we announced at the time of His Excellency's appointment to the Governorship, Sir Cecil Clementi was in the local Civil Service from 1899 to 1912, arriving here soon after his appointment as a cadet. Among other duties while here, he was Assistant Colonial Secretary on several occasions, and Assistant Registrar General. He left in 1913 to take up the Colonial Secretaryship of British Guiana, and was appointed Colonial Secretary of Ceylon in 1922, where he was up to the time of being appointed Governor of Hongkong.]

C. M. G.'s.

To be a Companion of the Most Distinguished Order of St. Michael and St. George (C. M. G.), Mr. William Peel, of Penang, and Mr. George Sansom, of Tokyo.

[Mr. Wm. Peel has had a long and distinguished career in the public service of Penang, holding several executive positions.]

Hon. K. C. M. G.

To be an Honorary Knight Commander of St. Michael and St. George, Tunjku Ismail, of Johore [Tunjku Ismail has served in the Johore State administration for many years, and is a member of the Malay nobility, and relative of the Sultan of Johore.]

Knight Bachelor.

To be a Knight Bachelor (K.B.), the Hon. Mr. Chow Shou son, member of the Legislative Council, Hongkong.

[Sir Chow Shou-son is at present the Senior Chinese Unofficial Member of the Legislative Council, to which he was appointed by Sir Edward Stubbs in December 1921. Always has been taken prominent interest in public life, and amongst many other activities he is on the Permanent Board of Directors of the Po Leung Kuk on the Court and Council of the University of Hongkong, on the committee of the Chinese Public Dispensary Committee, on the Chinese Permanent Cemetery Committee, and on the District Watchmen's Committee. He was made a Justice of the Peace in 1917. Formerly an official under the Manchu regime, Sir Chow Shou-son served in the United States as a Chinese Consul.]

Former China Admiral.

To be a Knight Grand Cross of the Most Honourable Order of the Bath (G.C.B.), Admiral Sir Alexander Duff.

[Sir Alexander Ludovic Duff, K.C.B., was Commander-in-Chief of the China Station from 1919 to 1922. Among other distinguished appointments he has held he was Asst. Chief of the Naval Staff from 1917 to 1919. He was appointed Rear-Admiral of the Fourth Battle Squadron, 1914-1917; and Admiral in 1921. He served in the North Sea during part of the war, and was in the Battle of Jutland, 1916, being mentioned in despatches and subsequently made a C.B. for his services.]

Made Viscounts.

Elevated to Viscounties, Lords D'Abernon and Dunedin.

[Lord D'Abernon, who is the British Ambassador at Berlin, has had a great deal to do with recent diplomatic events in Europe. Formerly Sir Edgar Vincent, he served conspicuously in Turkey and in Egypt, and entered Parliament in 1899. During the war he was chairman of the Board of Liquor Traffic Control. He was raised to the peerage, as a Baron, in 1914.

Lord Dunedin, the first Baron, was raised to the peerage in 1905, and was formerly Sir Andrew Graham Murray. He is Keeper of the Great Seal of the Principality of Scotland. Called to the Scotch Bar in 1874, he later became Sheriff of Perthshire, Solicitor General, and afterwards Lord Advocate (Scotland). He represented Bute in

THE KNOWLEDGE OF CHRIST.

By the Rev. G. R. Lindsay, M. A.

"That I may know Him."—
Phil. 3.10.

It has often been said that there is a great difference between knowing things about Christ and knowing Christ Himself. What does knowing Him mean? What is my "self" as distinguished from incidents in my life? A man's self is found in his relation to things, and more especially in three vital relationships—to God, to his own consciousness, and to others. When we speak of "knowing Christ," it is not to construct theories about His person, but to discover what He was in these three relationships. And this is what the four Gospels give:

1. His relation to God is that of a Son who is in absolutely unbroken communion with His Father. He never needed to return by the way of repentance. He was one who *knows* the things of God, not dimly doubting, but speaking as from a region of certainty with an authority which is as final as the Law of God itself.

2. In His relation to His own self-consciousness Christ is One in Whom we can find no trace of that dualism, the ideal self and the actual self which is so universal

an experience even amongst the greatest Saints. He was One Who without any sense of presumption regarded Himself and offered Himself as the One in Whom all the needs of humanity could be met.

3. Finally, in His relation to others, Jesus Christ took up an attitude which no-one has the right to take up towards any fellow-man, calling for surrender of the very self to Him, and, above all, not Himself merely preaching about forgiveness, but Himself most personally forgiving sins. In short, His is the attitude of God.

If we admit so much concerning Jesus Christ, the call for the surrender of ourselves to Him is paramount. Other claimants for man's soul may make their voices heard, but to obey Him is the first thing in life. "If Baal be God, serve Him, but if Christ be God, serve Him." The poet says that "All my knowledge is myself to know," but to be like Christ all my knowledge is to know Him. We may already know Him just a little—a very little—but as we follow on and live: what we know, God will teach us more, and to know Him is life which is life indeed.

FRENCH FINANCE.

DETAILS OF M. DOUMER'S PROPOSALS.

Paris, Jan. 1.

After an all-night sittings the Senate and Chamber have passed the January Vote on account. The measure frequently went to and fro between the Houses for the adjustment of minor differences, and the Houses were still sitting at six o'clock in the morning.—*Reuter.*

Later.

Further details of M. Doumer's financial proposals show that they provide for an autonomous fund to redeem the Public Debt this to be administered by a Council composed of independent and impartial high officials. Besides a minimum allocation of 2,500 million francs the fund will receive any budget surplus and also donations and legacies. All securities coming into the fund will be immediately and compulsorily cancelled. Anyone employing the resources of the fund for any purpose other than that provided by law will be imprisoned.

The price of tobacco will be increased five-fold as compared with pre-war as a result of a new tax. It is stated that the new special temporary tax on payments does not apply to indispensable food-stuffs.—*Reuter.*

IMPROVE YOUR GAME in 1926.

If its:—

GOLF

TENNIS

FOOTBALL

FISHING

BILLIARDS

HOCKEY

CROQUET

CRICKET

BASEBALL

BOWLS

BASKET BALL

OR PING-PONG

LANE, CRAWFORD, LTD.

HAVE FRESH EQUIPMENT FOR YOUR PASTIME

DAIRY FARM NEWS

For.....

The New Year Festivities

FARM FED TURKEYS	from \$1.00 per lb. live weight
FARM FED GEESE	.. . . . .60 per lb. live weight
CANADIAN TURKEYS	.. . . . .90 per lb. dead weight
CANADIAN CHICKENS	.. . . . .70 per lb. dead weight
CANADIAN HAM	.. . . . .90 per lb.
CANADIAN BACON	.. . . . . \$1.00 per lb.

Shanghai Game

PHEASANTS	..... \$2.00 per brace
MALLARD DUCKS	..... \$2.00 per brace
TEALS	..... .50 each
PIGEONS	..... .40 each
SNIFE	..... .40 each
HARES	..... .90 each

The Dairy Farm Ice & Cold Storage Co., Ltd.

OUR FOOTBALL CARTOON.

(By Stan Hill)



RIVALS FOR MISS LAI WAH-CUP
THE NAVY AND THE CIVILIANS ARE IN THE FINAL OF THE
LAI WAH CUP COMPETITION.

Wm. Powell Ltd.
Telephone C. 4578

TOYS
AND
CRACKERS
OFFERED AT
25%
Discount

THE RITZ

NOW OPEN

Meals at all hours from 8 a.m. to 12.00 midnight

Morning and Afternoon Teas. Good Assortment of Fancy Cakes.

Wedding and Christening Cakes to order.

Only the best food and wines served.

NOWELL B WHITE,
Proprietor.

KUPPER BEER

A LIGHT GERMAN PILSENER

THE FINEST POSSIBLE VALUE for YOUR MONEY

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COKE AND TAR

We are now in a position to supply the above direct to consumers and shall be pleased to do so in quantities upwards of 1 Cwt and 1 Gallon respectively.

PRICES, either Ex works or delivered, may be obtained on application.

Hongkong & China Gas Co., Ltd.

Phone C. 4704 C. 47 or K. 15.

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS

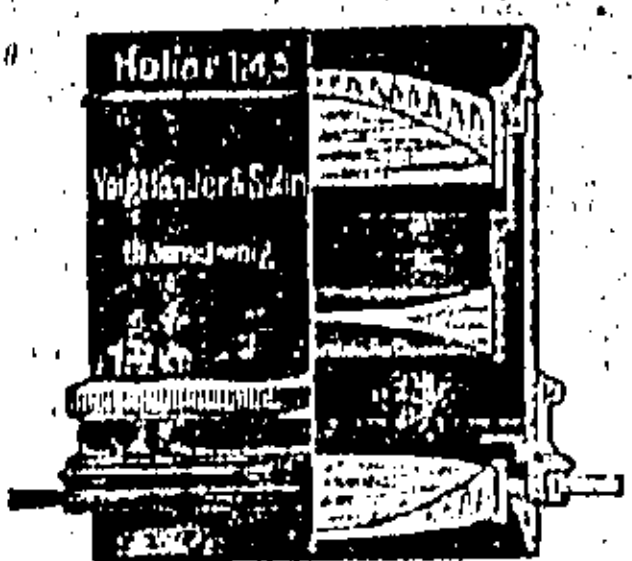
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Voigtlander



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THE LENS THAT MADE MR. MATZENE FAMOUS!

SANDER, WIELER & CO.

Tel. C. 4411.

1st Floor Powell's Building.

Trinidad Lake Asphalt Cement
Tough long-fibred Asphalt felt
Trinidad Lake Asphalt Cement

Look under the surface!

The man who buys roofing on looks alone will rue the bargain, nine times out of ten. It's the stuff inside—under the surface of a roofing—that determines its value.

GENASCO ROLL ROOFING is made of the highest quality, all-wool felt, heavily waterproofed on both sides with the famous Trinidad Lake Asphalt Cement—a product of the ages.

And that's why Genasco Roll Roofing remains alive and defensive against weather long after ordinary roofings dry out, crack and crumble away.

Come in and let us show you this remarkable roofing. No obligation.

STOCKS CARRIED

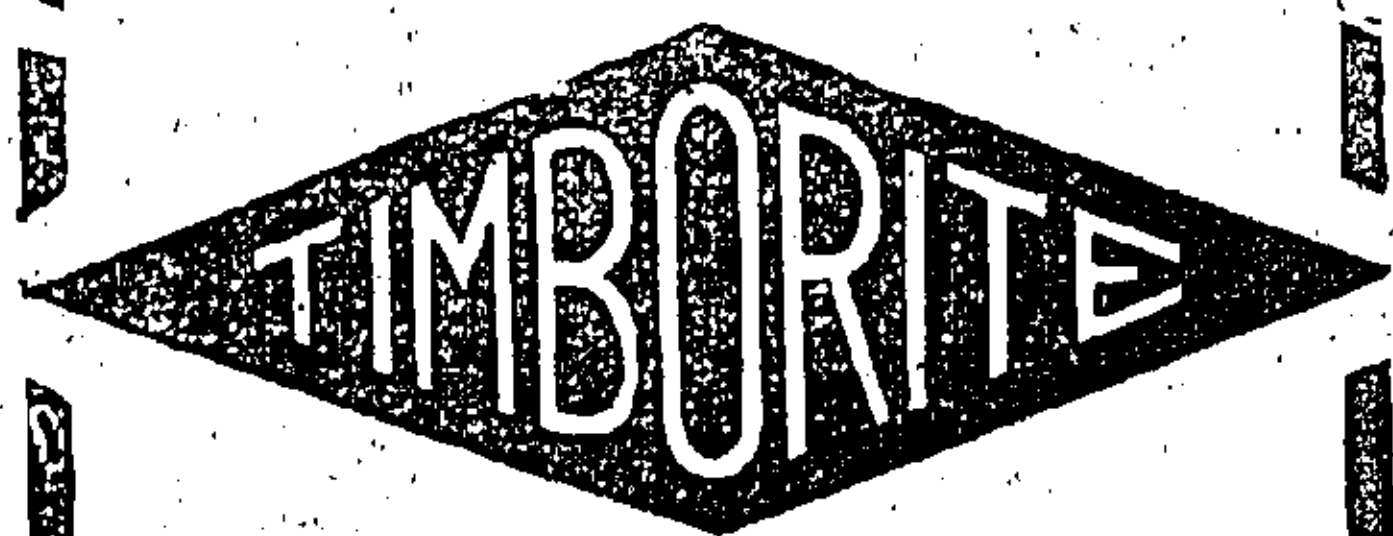
SHEWAN, TOMES & CO.

IMPORT DEPARTMENT,

SOLE AGENTS.



Preserve and Decorate the Woodwork of Your House with



WOOD PRESERVATIVE AND STAIN COMBINED

Three Shades of Brown

and

Three Shades of Green

STOPS Dry Rot, Decay and Destruction by White Ants

Tint Cards and Information from Agents:

S. C. LAY & CO.

Alexandra Building.

Telephone Central 763.

WILKINSON, HEYWOOD & CLARK, Shanghai. Hongkong.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers,

Tel Central 358.

Hongkong.

WHAT CHINA CAN'T DO.

ATTACK OF INDIGESTION?

The Philadelphia Public Ledger in an editorial says:

Chinese of the more radical stripe are getting ready to set off a few fireworks at the forthcoming tariff conference in Peking. If they get control of the Chinese delegation, there is likely to be a demand for complete tariff autonomy. In the background they are holding the throat of abrogating the customs treaties.

Tariff autonomy will be discussed. But the Powers are not ready to contemplate action. Nothing like autonomy was nominated in the bond they signed at the Washington Conference. Considerable pressure was required on the part of the United States to bring the others over to a discussion of the subject.

But the Russians, whose influence is being felt more and more strongly in Peking, are urging the Chinese to take the full plunge. The Chinese extremists are attempting to push the Peking Government over the edge. The object is to have China declare all the "unequal treaties" null and void.

The mere declaration would have no tangible result. It would be when the Chinese Government tried to change the present order of the things by force that the trouble would begin. If an attempt were made to take over a customs office or to invade a foreign concession, violence would be inevitable.

This would suit Soviet Russia. It would suit the Chinese radicals, who pretend to believe that such action would start China upon a war of independence against the treaty Powers.

One capital mistake is here involved: China is not united. No foreign nation would contemplate a war for conquest of China. The task would be too stupendous. If a war grows out of the tariff conference or out of treaty abrogation, it will be fought between rival factions of Chinese. Chinese themselves would bear the brunt of the suffering. In the end the treaty Powers would support the faction likely to prove most amenable.

The United States has been willing to go far toward satisfying Chinese aspirations. It is ready to discuss tariff autonomy for application at some ripe time. It is prepared to surrender extraterritorial privileges as soon as the Peking Government is able to guarantee American rights in China. But if the Chinese attempt to take in more than they can assimilate, the only result will be an acute attack of indigestion.

AZTEC TRANSLATION.

PROFESSOR'S GREAT TASK.

A German translation of a very rare book, the original Aztec facsimile and corresponding Spanish text of the Franciscan monk, Fray Bernardino de Sahagun, is promised by a Frankfurt firm of publishers (Strocker and Schroder) when the hundred twenty subscribers necessary to defray the cost of printing have been got together.

Professor Edward Selser, the great German authority on the Aztecs and ancient Mexico, spent a lifetime over the study of the Aztec language, but died before he had completely finished his task re-transcribing the ancient text of the first historian, whose name is familiar to the readers of "The Golden Bough." This was written some time during the sixteenth century from Indian accounts received by the Jesuit father at first hand and faithfully noted down on the spot. A Spaniard edited it in the early nineteenth century, and it formed the basis of Lord Kingsborough's "Mexican Antiquities," published in 1839.

Professor Selser, whose knowledge of the ancient Aztec language was unrivalled, found that the monk's translation was only approximate, and set to work to edit it. The results of his labours will be put together by his wife, and Professor Leumann, of the Berlin Ethnographical Museum, and are believed to open up new possibilities for the Aztec research work of the future.

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ANNUAL

Stock-Clearance SALE

THREE DAYS ONLY

JANUARY

4th, 5th & 6th.

Just a few specimen bargains

Ceylon and Viyella
PYJAMAS

from \$5.00 per suit
usual \$8.50 to \$10.50 quality.

Fancy Cashmere
SOCKS

\$1.00 \$2.00
usual \$3.00 & \$4.00 lines

All Silk
KNIT TIES

very special value
\$2.50 each.
usual \$5.50 quality

SILK TIES
for Bows or Knots

\$1.00 \$1.50 each.

**HENRY HEATH
HATS**

all sizes and colours
\$7.50 each.

A few real
VELOUR HATS
\$7.50 each.

These goods are the genuine remains of this Season's stock.

Not specially bought
Job lines and oddments.

From 1/4 to 1/2 off
current prices represents
the saving which can be made.

We ask you in your own interest to pay us an early visit as the best bargains are ever the readiest sellers.

Jaeger Silk and Wool
UNDERWEAR

Vests and Trunk Drawers
\$4.50 per garment
usual \$8.00 quality.

Pull-overs and
WOOLLIES

mostly small sizes
from \$11.00 each.

Jaeger

DRESSING GOWNS

from \$18.50 each
a splendid assortment.

OVERCOATS

in all sizes and colours
1/3 off marked prices
ranging from \$37.50 net.

MUFFLERS

artificial silk or wool
from \$3.00 each.

A few odd pairs of
SHOES
\$9.50 per pair.

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MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Voeux Road.

JUDGE ON HIS CIRCUIT.

SOME OLD-TIME CUSTOMS.

The life of a judge on circuit and at the assizes was described to an audience at the Working Men's College at Camden Town the other day by Mr. Justice Sankey, who gave an historical account of how the circuit system and assizes came to be in England and some of the curious customs which prevail in different parts of the country.

"The King's Bench," he said, "went back to the time when the King sat upon a form and administered justice, and the King's Bench judges were merely appointed to act in place of the King when the latter could not be in two places at once. In the old days, when juries were appointed to act when one of them wanted to get off service the juryman sent to the Sheriff a doctor's certificate, and if this were accompanied by a Treasury

note the Sheriff generally decided that the doctor was right. (Laughter.)

Touching on the black cap worn by the judge passing sentence of death, Mr. Justice Sankey said this had really nothing to do with the crime of murder. The black cap was originally part of the full dress of the judge, and it was that when passing sentence of death the judge usually wore full dress.

Mr. Justice Sankey spoke of the days when a judge had to be accompanied by the Sheriff with a retinue of two hundred men when travelling from Newcastle to protect him from raids of Scotsmen, who sometimes came over the border to take off the judge for ransom. In the passing of time the Sheriff got "fed up" with this expense, and asked the judges to accept dagger money in order to provide their own escorts. To this day the custom prevails in Newcastle of presenting the Judge on Circuit with dagger money which now consisted of one golden guinea.

ALBERT

FRENCH PASTRY COOK

22, Queen's Road, Central



— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Muscade's Bouillabaisse," "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS
DINNERS TO ORDER

Tiffins and Dinners served from 10.30 a.m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lebon."



Royalty Bonbons
ARE
DELICIOUS
(Obtainable Everywhere.)

WOMEN'S INTERESTS

Give Them
TO YOUR
FRIENDS
(1 lb. and 1/2 lb. Tins)



MONOGRAMMED.



The newest handbag is not different in shape, but adds originality by some odd arrangement of monogram or silver or jewelled ornament. This leather envelope bag with the two-letter monogram is very smart.

TWO NOVELTIES.

Silk and cotton poplin are the latest materials to be pressed into service as tablecloths and serviettes. These are shown in deep shades, such as violet, patterned with grey, or a fairly deep shade of blue combined with yellow, the napkins matching. To complete the scheme, enamelled glass is used in the same colours.

PICTURE HANGING TROUBLES.

A picture that has to be placed in a difficult position over the staircase or in a high room is often the cause of much domestic trouble, and that is why a little invention that has just been placed on the market will be welcomed by so many women. The device is called a "Piestic," and it costs half-a-crown. It consists of a tall rod, on the top of which is fixed a piece of metal tube. On this tube are attached two little pieces of wire, so devised that they take up the picture cord and stretch it out ready to hang over the hook. Any picture can be fixed in position in a couple of seconds.

The need for new brown paper at the back of the picture is often ignored, so the dust creeps in and soon ruins the delicate water-colours, print or photograph. Paste new paper over the back of the frame when the old is cracked.

"SAFETY FIRST" MATS.

Everyone knows that accidents occur from the slipping of mats and rugs on polished floors. Yet parquet and linoleum covered floors are increasingly popular and the polished surface is almost always in evidence in halls. Here, too, there are always mats and there is in particular that dangerous one at the foot of the stairs.

Mishaps can be guarded against, however, if a thin piece of crepe rubber is stitched on the wrong side of every mat that is placed on a polished surface. The crepe rubber maintains an absolutely firm grip on the floor and prevents any mat from slipping, no matter how hasty or careless the foot-step.



An afternoon frock, negligee and hat that show the latest style tendencies.

GORGEOUS EVENING CLOTHES.

The robe de style, that is the period gown, is an important addition to the wardrobe of the well dressed woman.

No matter how many up-to-the-minute costumes she may own she will find that a bouffant, picture gown enhances her beauty and adds a touch of romance and a suggestion of the picturesque that is exquisitely satisfying.

Since gowns for day have become so simplified and so simple as to line and treatment, there is a growing feeling that the evening gown should offer a contrast, and that gorgeous materials and elaborate ornamentation should prevail.

The moulded bodice is becoming more and more popular, and one senses a distinct feeling for the waistline in many of the newest evening attire. The full skirt has definitely arrived.

Materials become more elaborate by the minute. Velvet is the most popular fabric of the moment, used for day, and for evening for gown and wraps.

Velvet has never been more gorgeously embroidered, beaded, jewelled and ornamented than this year.

Gold brocade, gold lace and combinations of velvet and brocade are excellent style.

There is a definite return to the formal evening frock with a very low décolletage, particularly in the back and cut low under the arm.

A very popular new silhouette shows the high drapery of the skirt in front and the low, moulded line in the back.

The jabot treatment has been popular all season for day frocks, and is being developed very beautifully in chiffons and satins for evening.

The irregular hemline is preferred to the straight, and there are many long-skirted models and some trains seen in the French collections.

There is much talk of the return of the bustle, and some new tricks in drapery that give a bustle effect, but whether this will prove at all popular with women or not remains to be seen.

The importance of flowers cannot be overestimated. They are placed on the costume without rhyme or reason, and are of most exaggerated sizes and exotic colourings.

Jewels, too, are definitely a part of the smart evening costume. Because of the overpopularity of costume jewels, there is a tendency to avoid the obviously artificial and to use real stones.

"DICE DRESS."



Paris just does on designing unique frocks such as this one. It is of black chiffon in smart straight lines and the unique feature is a cluster of regular dice at the end of a long ribbon necklace.

THIS WEEK'S RECIPE.

COFFEE CAKES.

Required: 6 ozs. of flour, 2 ozs. of butter or margarine, 3 eggs, milk if necessary, 1 teaspoonful baking powder, 6 ozs. of sugar, 1 tablespoonful of coffee essence, salt.

Whisk the eggs, add the sugar and continue whisking until thick and frothy, then put in the coffee essence. Sieve the flour, baking powder, and salt, and just melt the butter, and stir them alternately to other ingredients. Three-quarters fill some small greased tins with the mixture, and bake in a moderate oven for about 15 to 20 minutes.

Note:—If liked, these cakes may be iced with coffee glass icing.

IF YOU WOULD HAVE PRETTY ARMS.

A pretty arm must be perfectly proportioned, neither too plump nor too thin, but both faults can be remedied with care and trouble. A too plump arm can be reduced by massage with an astringent lotion and the use of a reducing fluid. When too thin, massage with oils or a good "feeding" cream will soon effect an improvement, especially if the massage is assisted by exercises for developing them.

Massage for reducing must be given with firm hard strokes, and that for putting on flesh given very gently, pinching and kneading the skin to stimulate the muscles.

Exercises with light Indian clubs, weighing not more than a pound each, will be very beneficial. Swinging the clubs round and round is one of the best, but a little book on Indian club exercises can be bought for a few pence.

Pretty arms, besides being beautifully shaped, should be soft and white. To whiten and soften the arms rub with a paste made with fine oatmeal and milk. This should be rubbed into the skin after washing and drying the arms, and will be equally beneficial whether they are too plump or too thin.

NEWEST DRESS FAD.

In the twinkling of an eye a maiden dressed in a gown of brilliant hue may become a demure miss garbed in black from head to foot. A dressmaker with something of the quick-change artist in his make-up is responsible for this newest novelty of the season on the Riviera.

The reversible dress in the ingenious arrangement by which its wearer need lose no more time than a chameleon in changing her colour scheme. By means of large ornamental buttons the dress may be turned inside out or outside in. Usually one side is white or black and the other a bright colour.

A maiden entering the Casino with high hopes and a reversible dress may come out either in black or brilliant rose depending upon whether or not she could guess the gyrations of the little red ball. To go with the reversible dress is a reversible hat, one side straw and the other in felt or silk.

STYLISH COLLAR.



The new evening wraps for this season are often seen with collars of velvet instead of fur. The velvet is often in two or three colours and is usually bunched in this fashion. Gold or silver cloth or metal brocades are also used this way.

THIS WEEK'S RECIPE.

DATE CUSTARD PIE.

One-half pound dates, 2 cups milk, 2 tablespoons sugar, 1 teaspoon salt, 3 eggs, plain pastry.

Scald dates and remove stones. Add to milk and cook over hot water for 20 minutes. Rub through a sieve. Beat eggs well with sugar and salt and slowly beat in milk mixture. Turn into a pie dish lined with plain pastry and put in a hot oven to bake crust. Reduce heat and bake slowly until custard is firm to the touch.

BIRD WITH GOLDEN WINGS.



At least Eleanor Gale, Broadway beauty, had a pair of golden wings, insignia of the war department of the "Quiet Brotherhood," pinned on her by Colonel H. B. Hartnell, war ace and president of the organization, after she had sung for them. The Bird Song.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 17



BY VANESSI. IN "SKY HIGH."

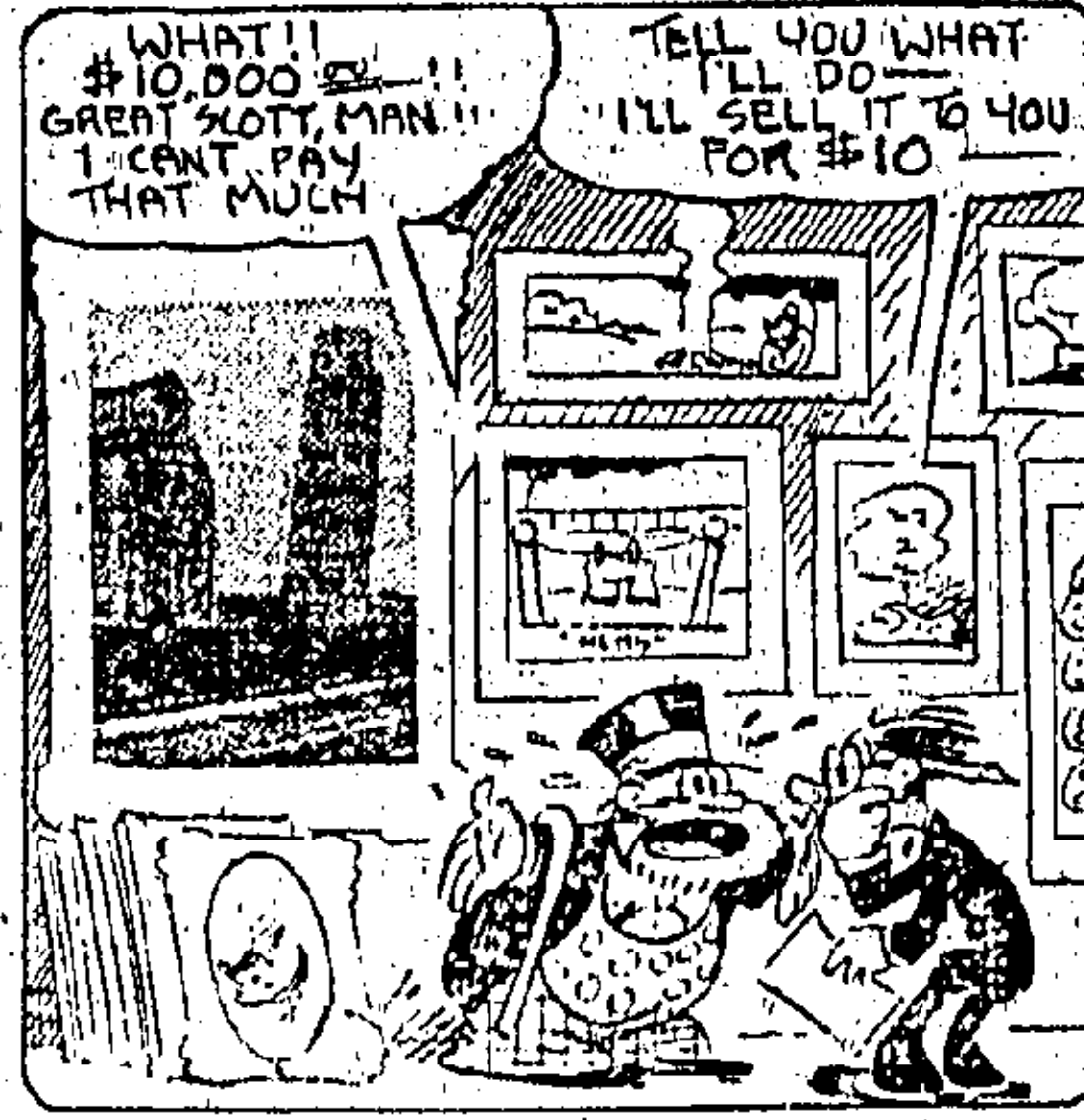
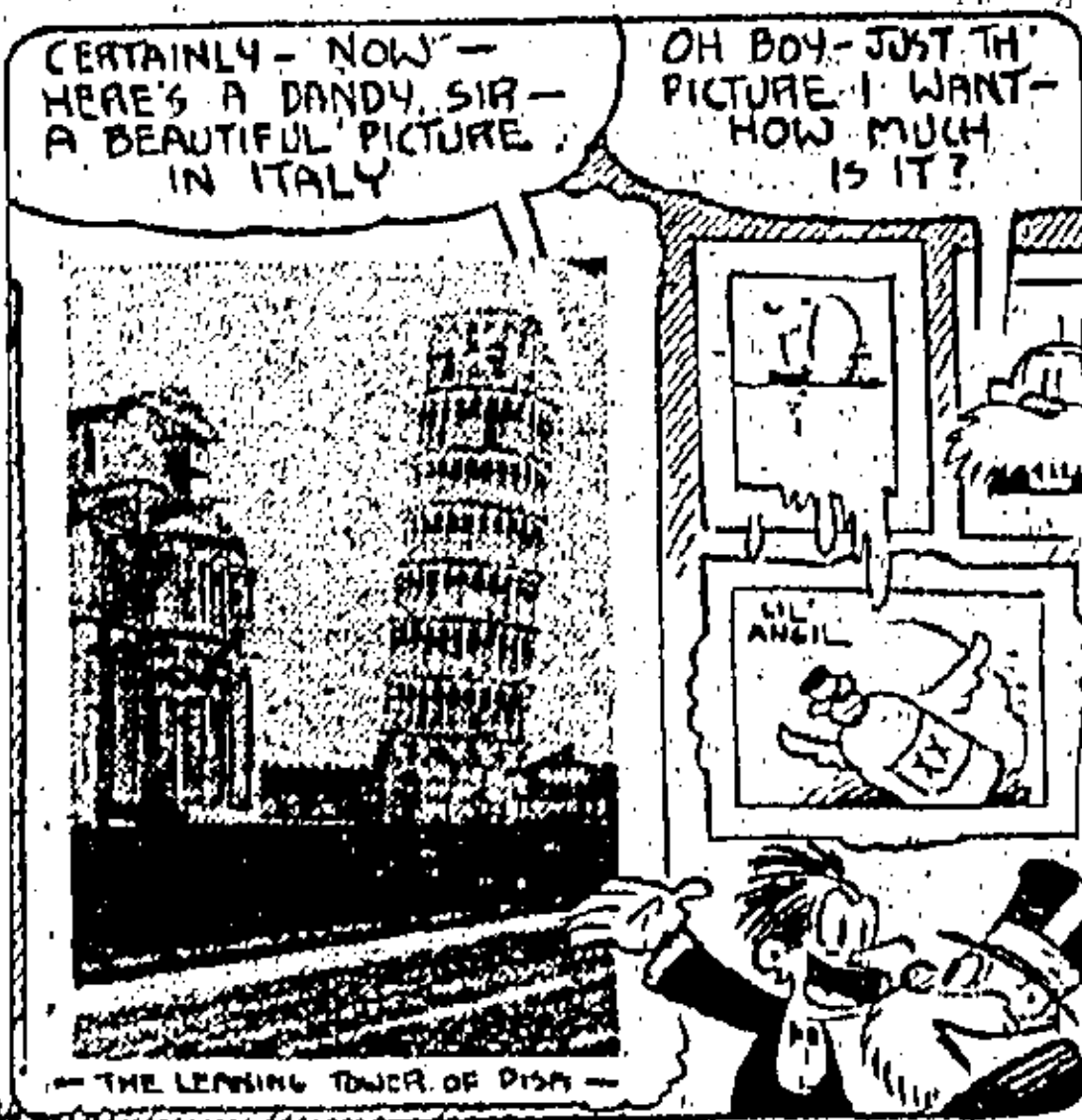
British girls give the credit for their lovely pink and white complexion to their climate, which is damp and foggy.

I believe it isn't necessary to live in a damp climate to have a good skin. We have plenty of rainy days over here—why not take advantage of them?

Whenever I awake and see the rain on my window pane, I put on my oldest clothes, my raincoat and my rubbers and sally forth for a good long walk. I usually have to go alone because most of my friends value their marceles or their pleats more than they do their complexions.

I let the rain beat down on my face and enjoy it. When I get home, take a good bath and get into my afternoon clothes. Mother Nature has given me a makeup that I can't begin to produce in any other way.

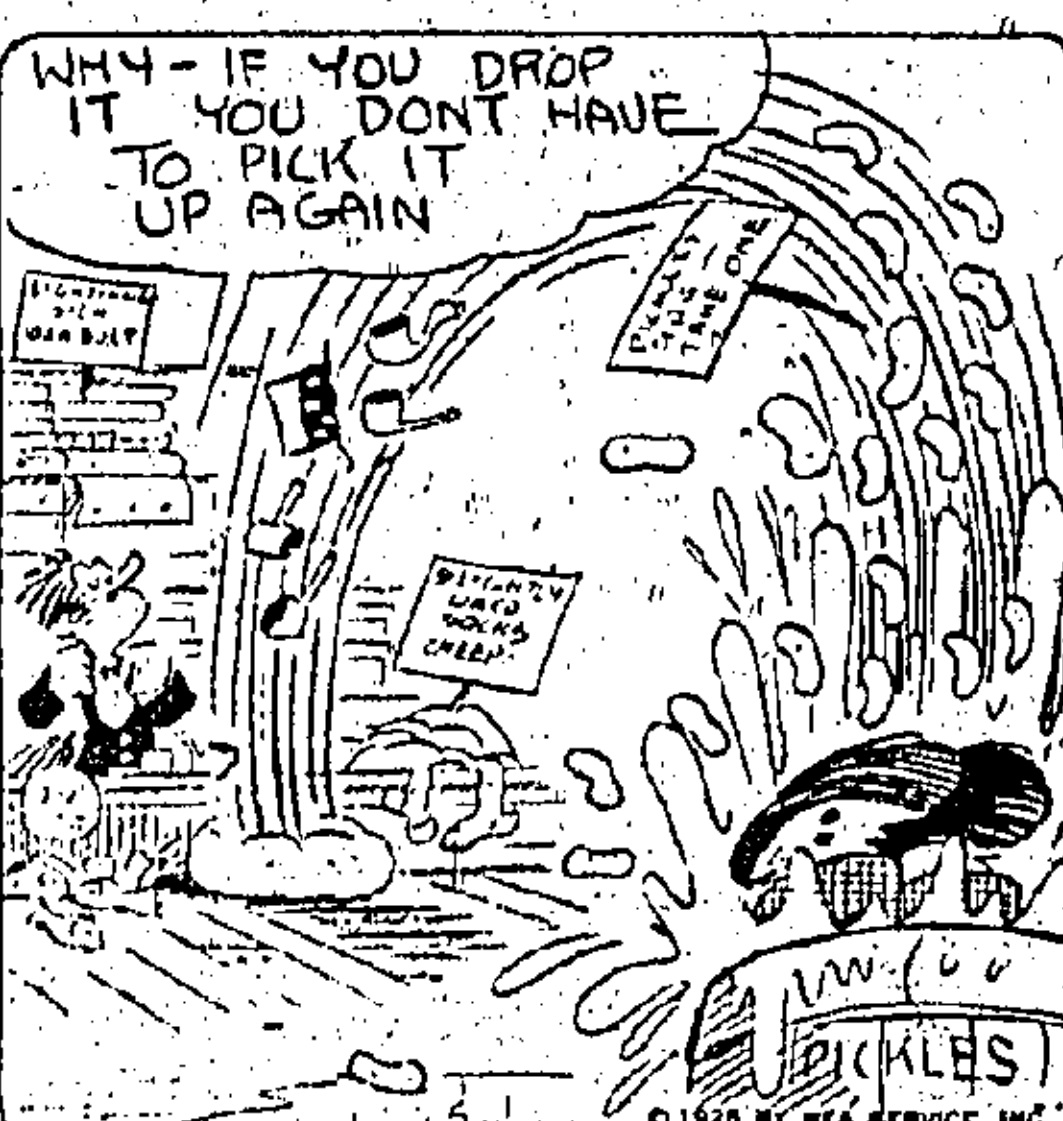
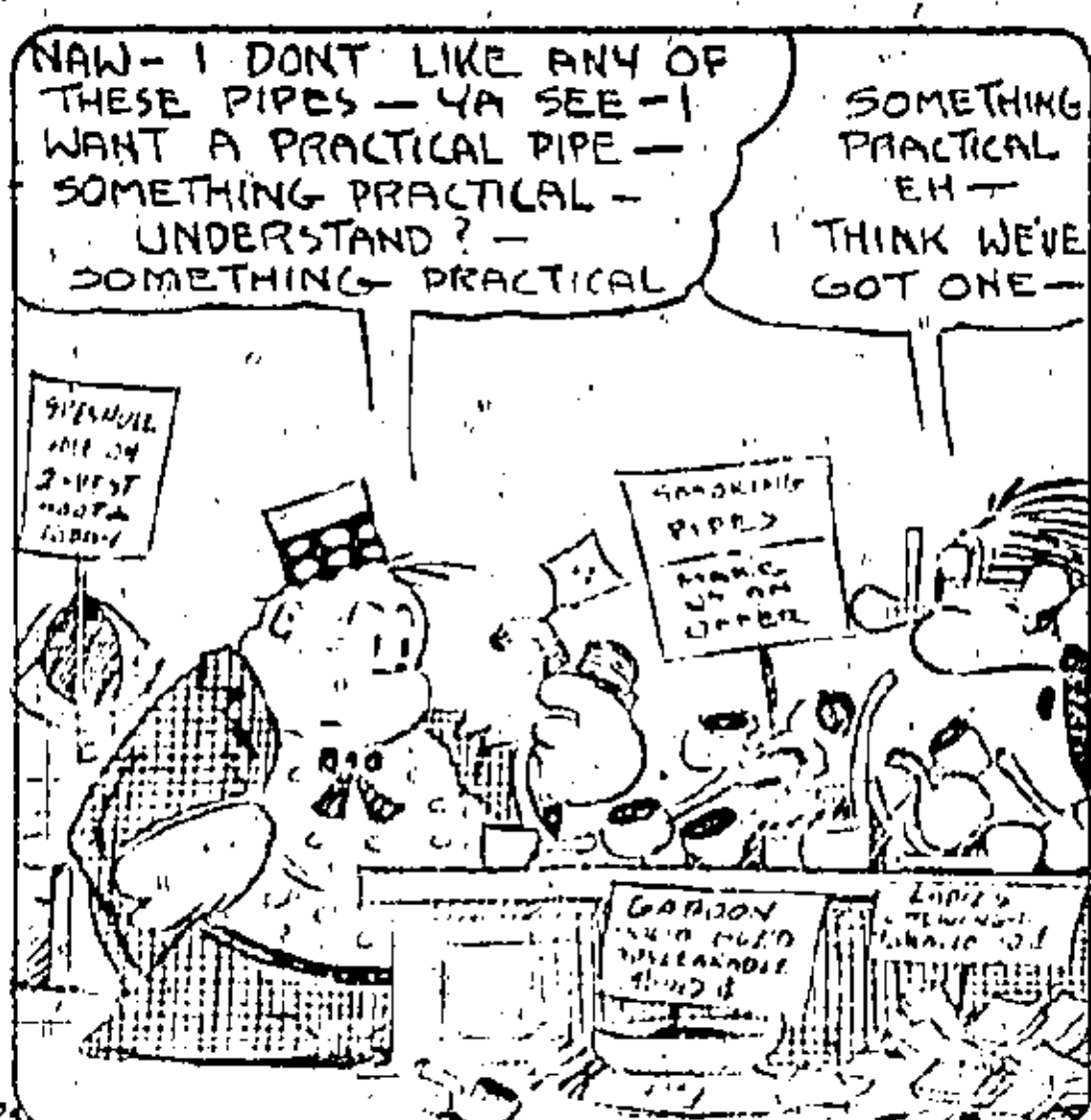
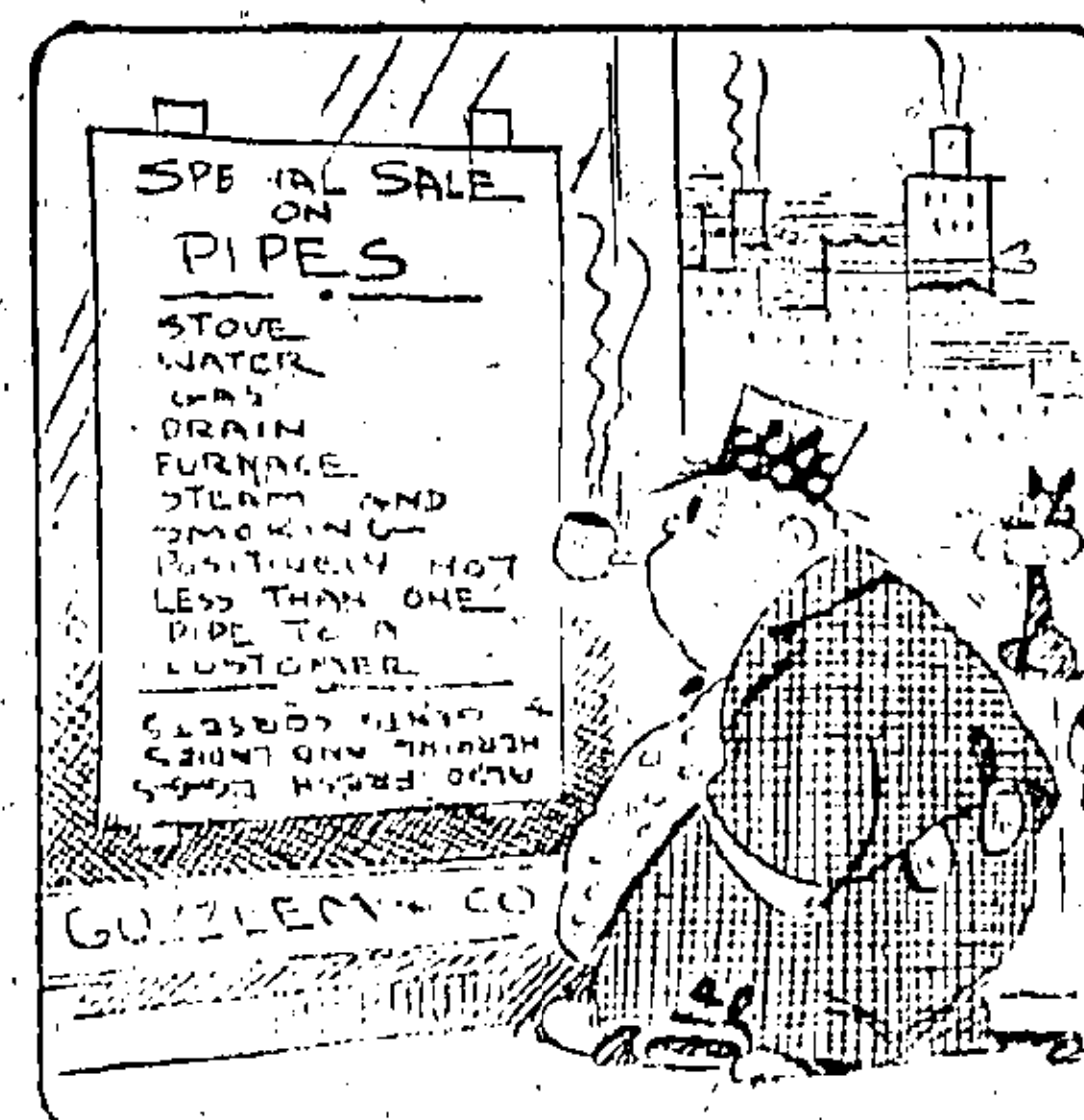
SALESMAN SAM.



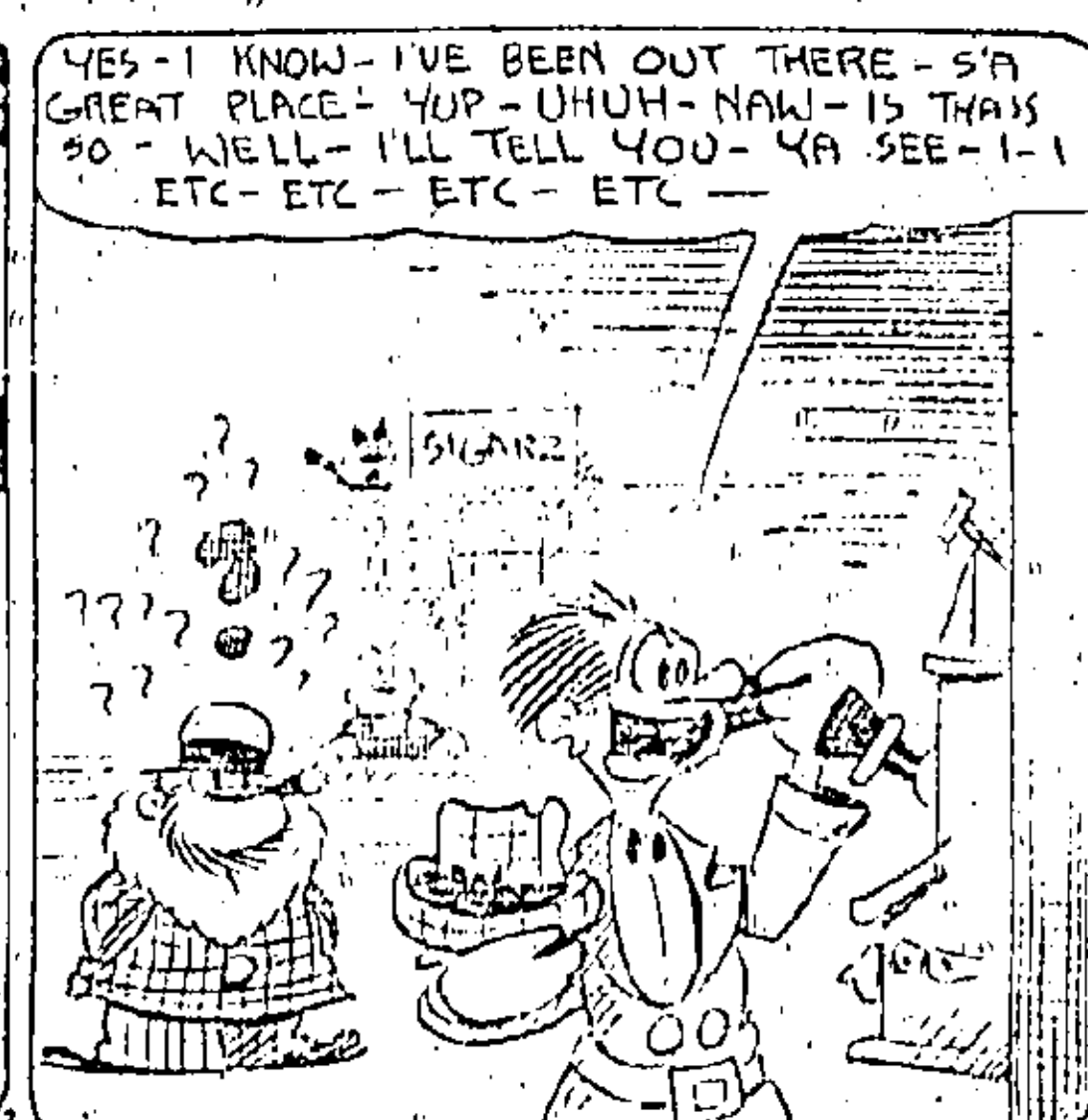
Anyhow, They Looked Like Currants to Willie.



You Couldn't Pick It Up Again.



Where's Your Manners, Guzz?



Just What He Wanted.



SAFE FLYING.

HOLT PARACHUTE ON TEST.

The first public demonstration of the Holt parachute was given at Stag-lane Aerodrome recently. Captain H. Spencer carrying a Holt Autochute in a pack on his back, dived head first from an aeroplane flying at a height of about 1,000 feet.

After he had fallen a short distance the pack opened and a small pilot parachute sprang out, followed by a larger "stock" parachute which checked his fall. Immediately afterwards the 17ft. main parachute opened, and Captain Spencer was lowered towards the earth. The entire opening was completed smoothly and before the experimenter had dropped many feet.

There was a moderate wind blowing at ground level at the time, but Captain Spencer was able, instantly after landing, to "spill" the air from his parachute and so avoid being dragged along the ground. Captain Broad piloted the aeroplane.

After his descent Captain Spencer, who has made more than 100 drops, said that he preferred to dive head-first when leaving the aeroplane. As he was falling he had watched the pilot, stock and main parachutes as they opened after leaving the pack on his back. The apparatus had worked perfectly.

The opening of the autochute pack can be effected by hand, by a "static" line, or by an automatic delay mechanism.

HAND OF BURNS.

HIGH PRICES FOR MSS.

A series of Burns letter and autograph manuscripts brought high prices last month at Sotheby's. They were the property of the late Mr. Duncan Ferguson, of Burntisland, and many were purchased by Major T. C. Dunlop, of the Burns Museum at Alloway, presumably for that institution.

The highest price of all—£335—was paid by Mr. Spencer, of New Oxford-street, for an autograph poem, "To the Unco Guid," on 24 pages quarto. The same buyer gave £150 for an autograph poem on 14 pages, "On Reading in a newspaper an account of the Death of J. Mc—," and £105 for a portion of an autograph poem, "On Searing some Waterfowl." Major Dunlop gave sums ranging from £275 downwards for single letters and poems, among the original recipients of which were Miss Jane Ferriér (afterwards Mrs. Graham), Mrs. McLehose, Mrs. Dunlop, Allan Cunningham, and Dr. John Moore.

CANADIAN PROGRESS.

A RECORD OF FORTY YEARS.

Forty years ago, on November 7th, Donald A. Smith, afterward Lord Strathcona, drove the last spike on the new Canadian Pacific Railway uniting the rails stretching westward from the Atlantic Ocean and those eastward from the shores of the Pacific at Craigellachie, British Columbia. That act united Canada politically and physically. A small obelisk alongside the track shows trans-continental travellers by the Canadian Pacific the picturesque spot in Eagle Pass where the last spike was driven.

There was no banquet, no speech-making, no display. General Manager William Van Horne, afterwards Sir William Van Horne, and the second president of the Canadian Pacific, when called upon for a speech simply said: "All I have got to say is the work has been well done in every way." Van Horne pushed his titanic task through in five years when he had ten allotted to finish it. In Milwaukee Van Horne discovered Thomas Shaughnessy, who later succeeded him as president of the Canadian Pacific and became Lord Shaughnessy. In ten years Lord Shaughnessy expended \$300,000,000 in rebuilding the railway Van Horne had constructed, in buying ocean steamships and in irrigation projects and other improvements.

WHITEAWAY'S FOR STANDARD VALUES

CANADIAN PACIFIC

CHANGE IN SAILING
THE
EMPRESS OF RUSSIA
WILL SAIL FOR
MANILA

At 5 p.m., SATURDAY, Jan. 2nd.

Arriving Manila

At 8 a.m., MONDAY, Jan. 4th.

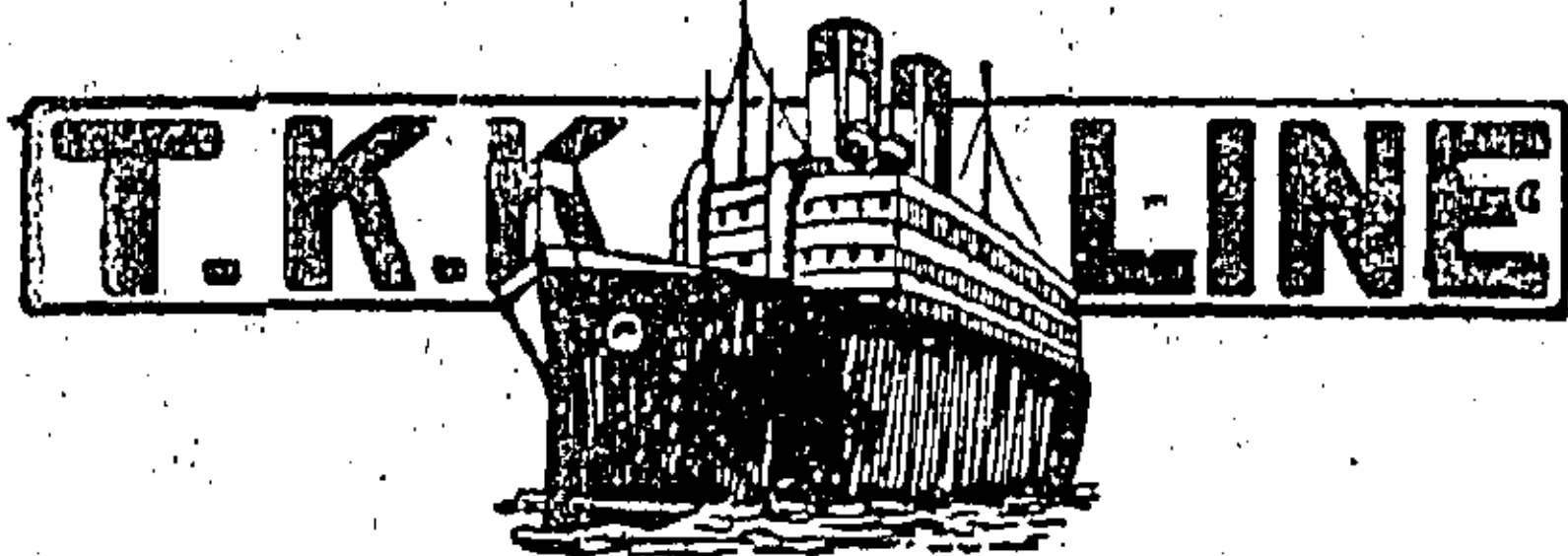
RETURNING

Leave MANILA

At 4 p.m., MONDAY, Jan. 4th.

Arrive HONGKONG

At 8 a.m., WEDNESDAY, Jan. 6th.

Passenger Department: Tel. C. 752; Cables: "GACANPAC."
Freight and Express: Tel. C. 42; Cables: "NAUTILUS."

HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Crossing at San Francisco with Southern Pacific, Santa Fe & Western Pacific RailroadsTENYO MARU ... From Hongkong ... January 11th.
SHINYO MARU ... " ... February 9th.
TAIYO MARU ... " ... March 9th.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

CABIN CLASS STEAMERS

REDUCED FARES

Honolulu GS215, San Francisco GS290, Europe £105, £97, £95.
KOREA MARU (Omit N'saki) ... From Hongkong ... Jan. 24th.
SIBERIA MARU ... " ... Feb. 20th.
KOREA MARU ... " ... April 6th.
SIBERIA MARU (Omit Honolulu) ... " ... May 4th.
Proceeds from San Francisco to Los Angeles with cargo only.
Proceeds up River and berth alongside Montauk wharf at Shanghai

SOUTH AMERICAN LINE

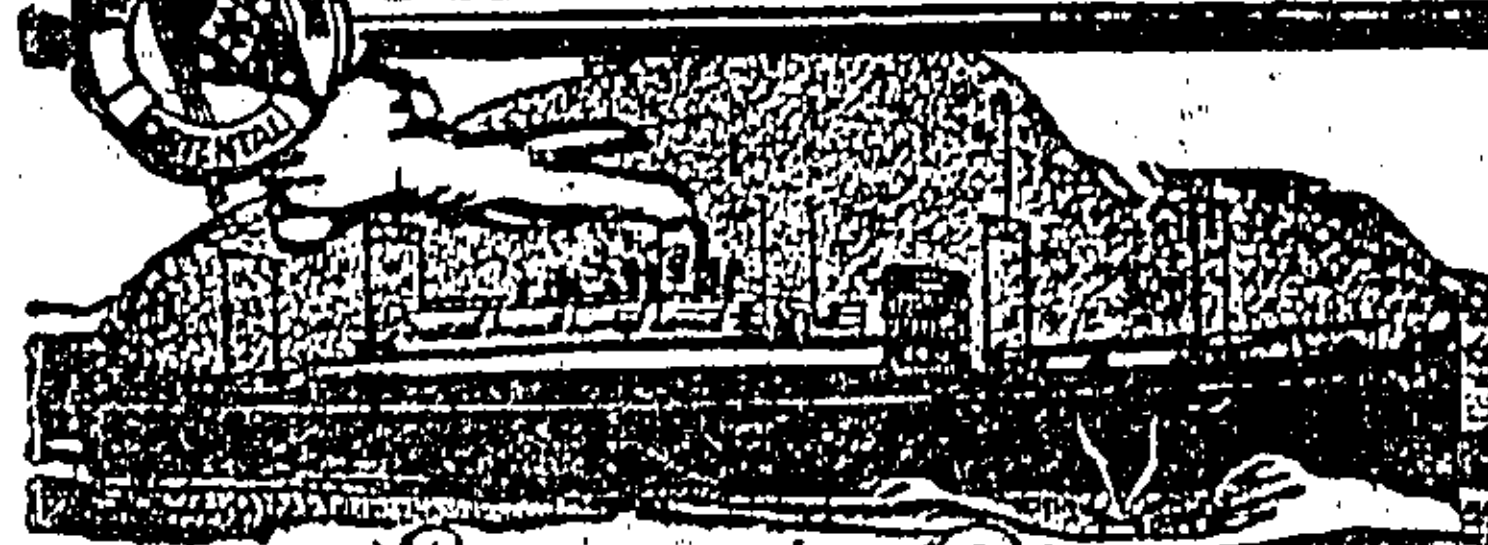
The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

RAKUYO MARU ... From Hongkong ... January 20th.
GINYO MARU ... " ... March 3rd.

Agent at Canton.

Y. TSUTSUMI, Manager,
King's Building.

Messrs. T. E. GRIFFITH, Ltd. Tel. C. 2874 & 2875

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MAIL LINE..Speed and Comfort...
SHORTEST ROUTE TO THE
United States!SEATTLE & VICTORIA via SHANGHAI—KOBE—YOKOHAMA
S.S. "PRESIDENT JEFFERSON" ... January 4th, 5.00 p.m.
S.S. "PRESIDENT GRANT" ... January 16th, 5.00 p.m.
S.S. "PRESIDENT MADISON" ... January 28th, 5.00 p.m.

EUROPE £120—£112—£110.

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monarches on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

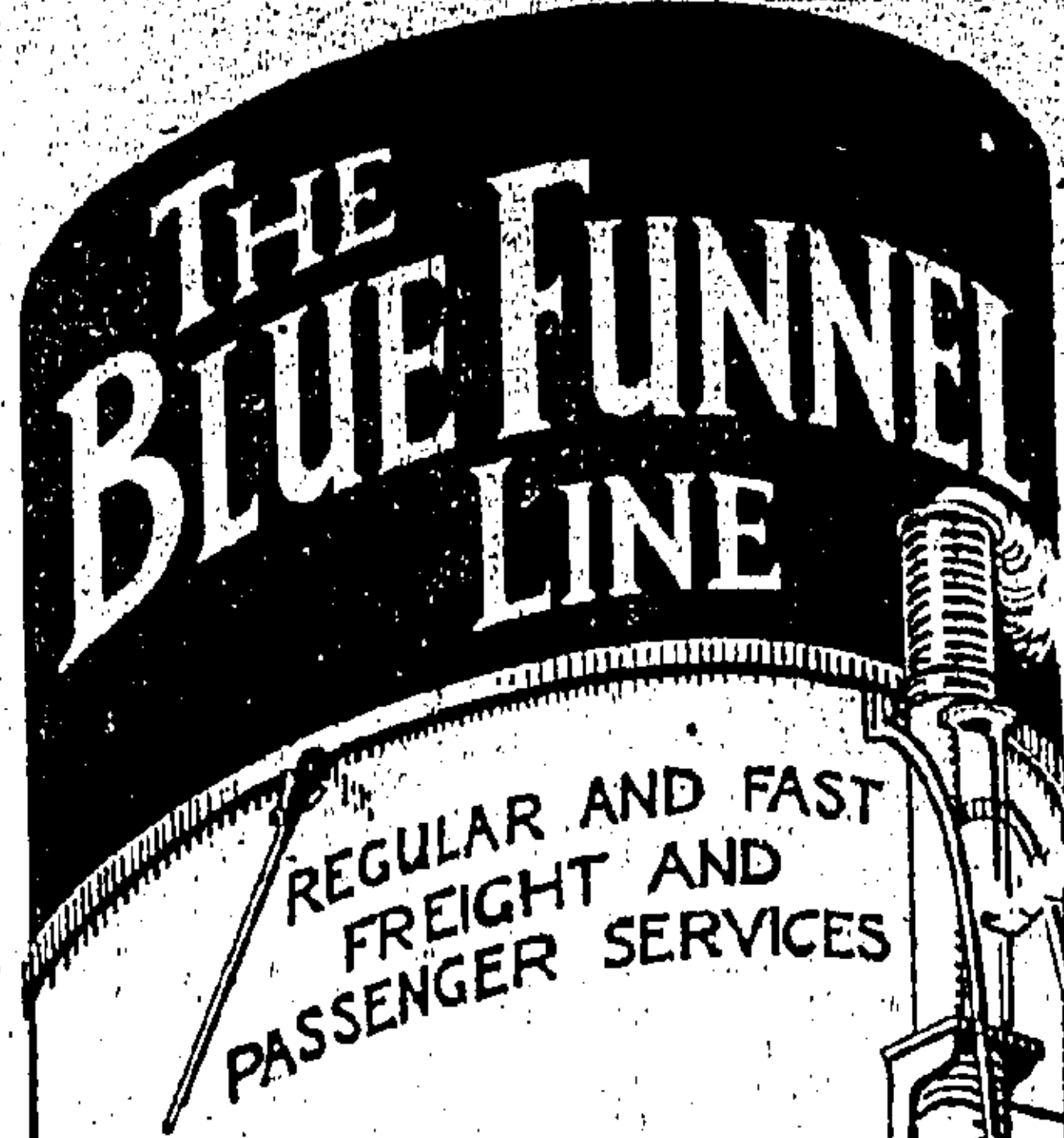
FOR MANILA

S.S. "PRESIDENT GRANT" ... January 8th, 5.00 p.m.
S.S. "PRESIDENT MADISON" ... January 20th, 5.00 p.m.
S.S. "PRESIDENT JACKSON" ... February 1st, 5.00 p.m.Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Office, SEATTLE, CHICAGO, NEW YORK.

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ADMIRAL ORIENTAL LINE

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Hongkong and Shanghai Bank Building, Ground Floor.
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LONDON SERVICE

"ANTENOR" 13th Jan. Marseilles, London, R'dam & Glasgow.
"DARDANUS" 25th Jan. Marseilles, London, R'dam & Glasgow.
"EUMAEUS" 9th Feb. Marseilles, London, R'dam & Glasgow.
"AUTOMEDON" 23rd Feb. Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"ACHILLES" 5th Jan. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"BELLEFON" 20th Jan. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"LAOMEDON" 1st Feb. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"MEMNON" 20th Feb. Genoa, Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

via KOBE & YOKOHAMA. 7th Jan. Victoria, Vancouver & Seattle.
"PHILOTTETES" 27th Jan. Victoria, Vancouver & Seattle.

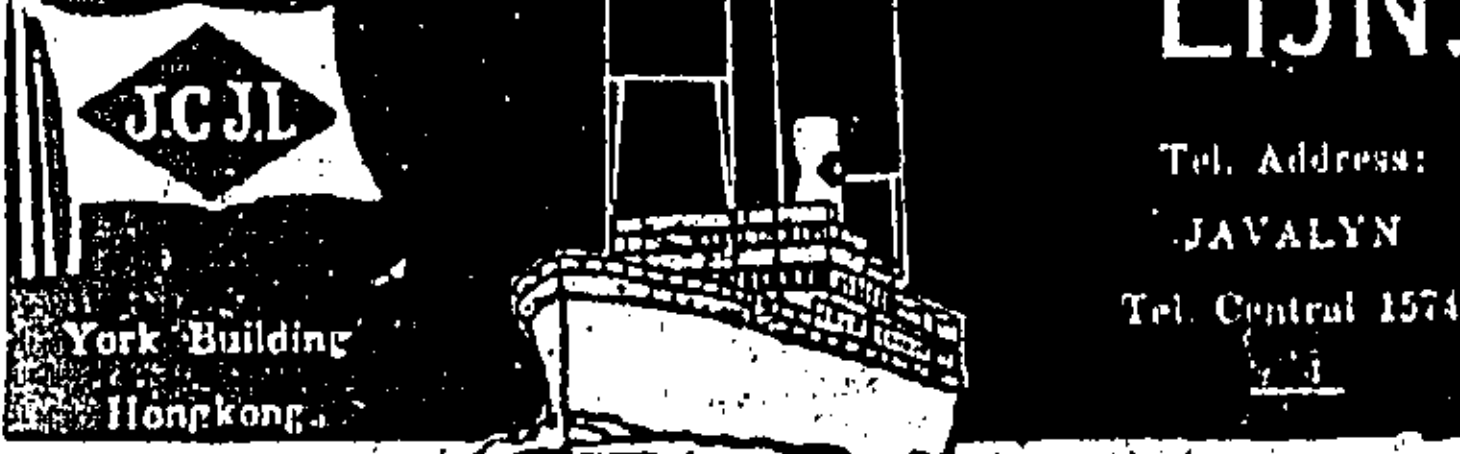
NEW YORK SERVICE

"CYCLOPS" 7th Jan. Boston, New York & B'more via Suez.
"YANGTZE" 19th Jan. Boston, New York & B'more via Suez.
Calling New York before Boston.

PASSENGER SERVICE.

"ANTENOR" 13th Jan. Singapore, Marseilles & London.
"BEOTON" 3rd Mar. Singapore, Marseilles & London.
"SARPEDON" 7th April. Singapore, Marseilles & London.
"PATROCLOS" 5th May. Singapore, Marseilles & London.
"ANTENOR" 2nd June. Singapore, Marseilles & London.

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Agents.JAVA-CHINA-JAPAN-
LIJN.REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	In Port	31st Dec.	Shanghai
Tjibondari	Shanghai	In Port	31st Dec.	Batavia
Tjileboet	M'kar	31st Dec.	2nd Jan.	Amoy & S'hai
Tjilalak	Batavia	10th Jan.	12th Jan.	Shanghai
Tjilmanoeck	Japan	10th Jan.	12th Jan.	Batavia
Tjibodas	N. China	14th Jan.	16th Jan.	M'kar & S'hai
Tjikini	M'kar	14th Jan.	20th Jan.	S'hai & Daloy
Tjileboet	N. China	27th Jan.	30th Jan.	M'kar & S'hai

Via Macassar
Via Batavia
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Telephone Central 215.

General Managers.

ASAHI BEER

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TOKYO JAPAN

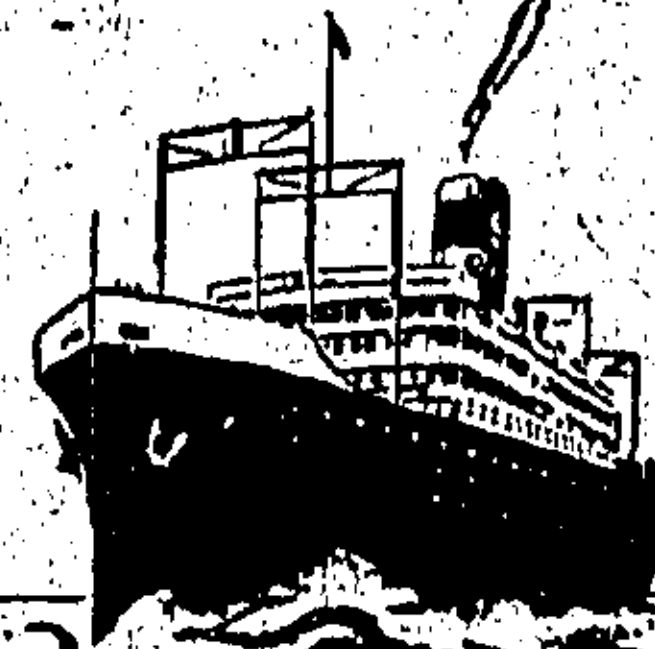
Specially Brewed for Export

Sole Agents—

Messrs. Bussan Kaisha, Ltd.
HONGKONG

The record figure of fifteen hundred million feet is given as the advance estimate of the 1925-6 cut of timber by the officials of the Departments of Lands and Forests of Quebec. Indications are that the season will be one of the most active, at least as far as pulpwood is concerned, for many years past. The figures given are interpreted as meaning that there is an increase of one third over the average cutting cut in the last ten years and some two hundred and fifty million feet more than was estimated to be the average for the 1920-30 period. Reports received in Quebec show that there are already 3,500 lumber camps operated throughout the province with the Lake St. John and Chicoutimi districts the centres of greatest activity.

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PRESIDENT
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FOUR SAILINGS each month to Manila thence FORTNIGHTLY service to Colombo, and via Suez to the Mediterranean, Boston, New York, and round the world.

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President Hayes ... January 5th ... 8.00 a.m.
President Lincoln ... January 8th ... 2.00 p.m.
President Polk ... January 10th ... 8.00 a.m.
—and 4 sailings each month thereafter.

FORTNIGHTLY SAILINGS to Shanghai, Kobe, Yokohama, Honolulu and San Francisco.

TRANS-PACIFIC—TO SAN FRANCISCO.

President Wilson ... January 2nd ... 5 p.m.
President Lincoln ... January 10th ... 5 p.m.
—and sailings every 14 days thereafter.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea water.

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S.S. ZOSMA ... 9th Feb.
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Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. WESTERDYK ... 28th Dec.
S.S. OLDEKERK ... 2nd Jan.
S.S. GEMMA ... 20th Feb.
S.S. ZOSMA ... 20th Mar.

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CRICKET

ROVING FIFTH & DIOCESAN
BOYS' SCHOOL

On Wednesday, on the University ground, twelve from the Diocesan Boys' School defeated an eleven from the Roving Fifth Boy Scouts by one wicket. The Scouts took first knock and declared early with 108 for two wickets. The School started badly, but a partnership between Samy (76) and Fisher (33) brought the score to 155 for ten. The last wicket added the necessary runs.

Scores:

Roving Fifth.
S. V. Gittins b A. Lee ... 1
E. Zimmern, not out ... 83
F. L. Zimmern, st. J. Fox, b Mackay ... 63
W. M. Gittins, not out ... 1
Extras ... 20

Total (for 2 wickets dec.) ... 168

Anderson, Youngsaye, Zimmern, Fenton, Cunningham, Lee and Hunt did not bat.

Bowling Analysis.

O. M. R. W.
A. Lee ... 8 ... 48 ... 1
N. Mackay ... 8 ... 34 ... 1
E. Giddard ... 2 ... 23 ... —
E. Lee ... 2 ... 27 ... —
A. Clarke ... 1 ... 18 ... —
W. Elbridge ... 1 ... 6 ... —

Diocesan Boys' School.

W. A. Hunt b S. V. Gittins ... 0
E. A. Lee, run out ... 10
N. Mackay run out ... 0
A. Lee b S. V. Gittins ... 11
F. Samy b E. Zimmern ... 75
R. Gerrard, st. E. Lee, b J. Hunt ... 17
G. Ladd, b J. Hunt ... 8
J. Fisher not out ... 33
J. Fox, b W. Gittins ... 6
E. Giddard, b W. Gittins ... 0
A. Clarke, b W. Gittins ... 0
W. Elbridge not out ... 6
Extras ... 13

Total (10 wickets) ... 183

Bowling Analysis.

O. M. R. W.
S. V. Gittins ... 8 ... 28 ... 2
W. M. Gittins ... 10 ... 26 ... 3
E. Zimmern ... 5 ... 38 ... —
J. L. Youngsaye ... 6 ... 30 ... 2
F. L. Zimmern ... 3 ... 12 ... —
F. L. Zimmern ... 8 ... 16 ... 1

"LITTLE" HSU'S DEATH.

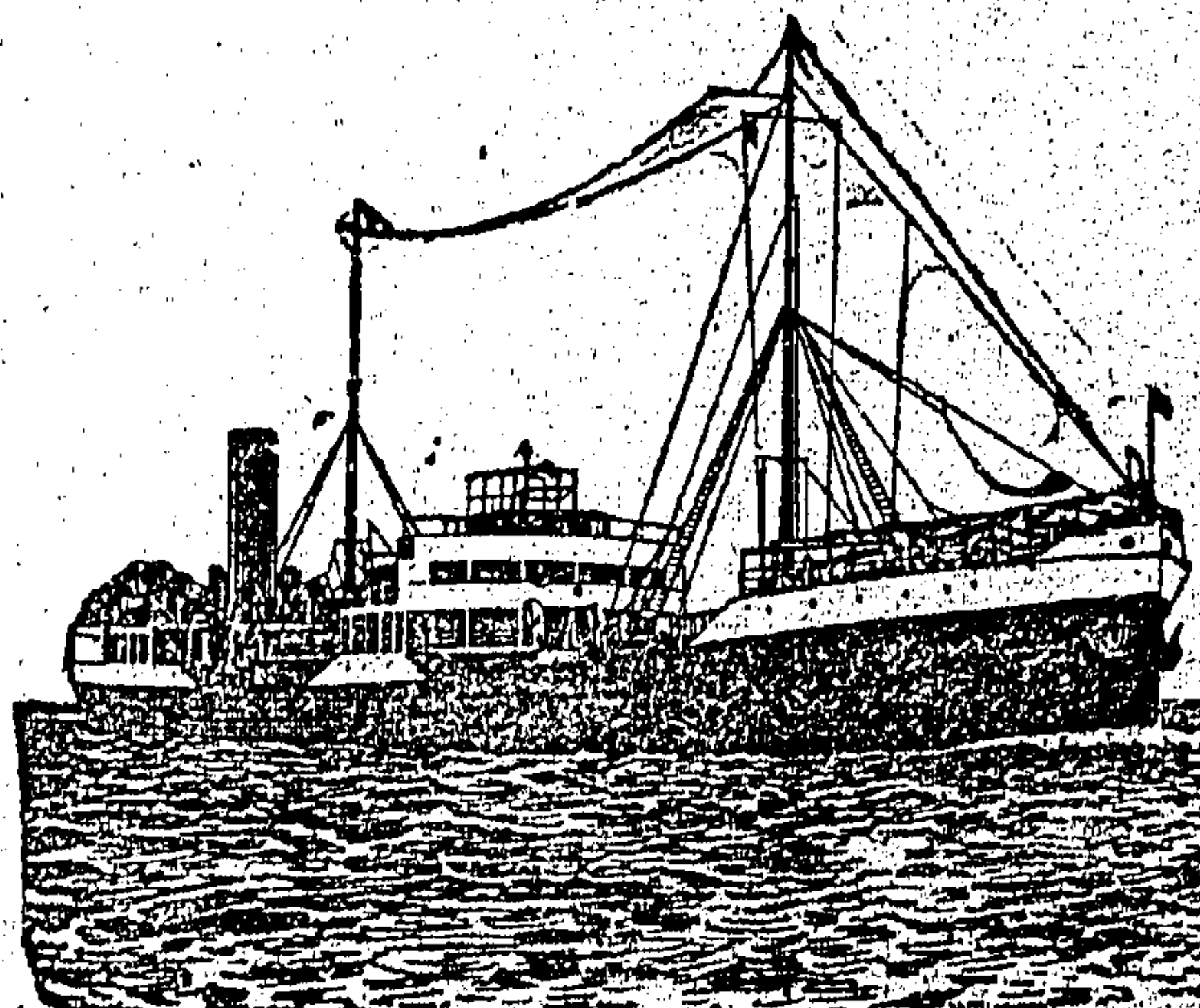
SHOT, NOT BOMBED.

Peking, Dec. 31.

Later reports showing that Hsu Shu-cheng was shot, not bombed. His suite were uninjured.—Reuter.

The attempt by Wolly, the Dutchman, to beat the world's fasting record led to a remarkable scene, says a Paris report. Wolly was enclosed in a glass paneled "cage" in the hall of the Petit Journal. A number of persons in evening dress stood in front of his "cage" munching chicken sandwiches and other delicacies. Wolly, who had been fasting for eleven days, stood this for a little while, and then flew into a frenzy and smashed the glass. Apparently his intention was to rush at his tormentors and devour the food, by he was restrained with ease by a watchman, owing to his weak condition. During his fast Wolly smoked innumerable cigarettes.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins, Benson's Marconi;
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK to the order of THE ANGLO-SAXON PETROLEUM CO., LTD. being one of a number of vessels built in these works to the same order.

Please address enquiries to the Chief Manager—

R. M. DYER, B. 80, M.I.N.A., Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persia Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
ENROUTE & ORIENTAL, FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
EDONIA	1,108	9th Jan. noon	Marseilles & London
GER	9,114	23rd Jan.	Miles, Casablanca, London & Antwerp
RE	5,252	24th Jan.	S'pore, P'ang & B'bay
RE	5,273	1st Feb.	Singapore & Bombay
RE	8,097	4th Feb.	S'pore, P'ang, Obo & B'bay
A	10,941	6th Feb.	Marseilles & London
ALA	9,128	20th Feb.	Miles, London & Antwerp
A	10,902	6th March	Marseilles & London
JR	8,985	13th March	Miles, London & Antwerp
JR	9,135	20th March	Miles, L'don & Antwerp
HA	10,918	3rd April	Marseilles & London
HA	8,155	17th April	Miles, L'don & Antwerp
AN	9,144	21st April	Miles, L'don & Antwerp
ONIA	11,089	1st May	Marseilles & London
JAP	9,005	15th May	Marseilles & London

requent connections from Port Said for Passengers & Cargo to Constantinople, Suez, Smyrna and other Levant Ports by Steamers of the Rediviva Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
MA	10,000	6th Jan.	S'pore, Penang & Calcutta
AKADA	6,949	20th Jan.	S'pore, Penang & Calcutta
SANTHIA	8,500	4th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	14th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
*ARAFURA	6,000	6th Jan. noon	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	3rd Feb.	Island, Townsville, B'bane.
TANDA	6,958	3rd March	S'pore and Melbourne

***Calls at Iloilo**

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers. Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
HYMETTUS	4,606	7th Jan.	Yokohama, S'hai & Kobe
DELTA	8,097	8th Jan.	Shanghai & Kobe
MAIWA	10,941	9th Jan.	S'hai, Moji & Kobe.
ST. ALBANS	4,500	9th Jan.	Moji, Kobe & Yokohama
SANTHIA	8,500	13th Jan.	S'hai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

GLEN & SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
PEMBROKESHIRE	13th Jan.	CARNARVONSHIRE	25th Jan.
GLENIFFER	21st Jan.	L'don, R'dam & H'burg via Oran.	
GLENIGLE	3rd Feb.	GLENISHEL	31st Jan.
GLENAMOY	23rd Feb.	L'don, R'dam & H'burg via Oran.	
GLENGARRY	4th Mar.	PEMBROKESHIRE	17th Feb.
		L'don, R'dam & H'burg via Oran.	
		GLENIFFER	9th Mar.
		L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS

Telephone: Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. "CYCLOPS"	via Suez Canal	7th Jan.
S.S. "YANGTSE"	via Suez Canal	19th Jan.
S.S. "CITY OF BEDFORD"	via Suez Canal	28th Jan.
S.S. "OANFA"	via Suez Canal	7th Feb.

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON, JARDINE MATHESON & Co. Ltd., CANTON

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

The M. S. "MALAYA"

will be loading for Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports on or about 15th. January 1926.

Further Sailings:— {Expected on or Will leave homeward bound about on or about

S.S. "Kina"	10th January	
M.S. "Tengking"	22nd January	
M.S. "Danmark"	15th February	

Subject to change without notice.

For further particulars please apply to—
JOHN MANNERS & CO., LTD.

Agents.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SPECIAL EXCURSIONS TO MACAO.

The s.s. Kinshan on Friday the 1st Jan.
The s.s. Taishan on Saturday the 2nd Jan.
The s.s. Taishan on Sunday the 3rd Jan.
Steamers will depart from Hongkong at 9 a.m. and will return from Macao at 4 p.m. All sailings as usual from Company's Wing Lok Street Wharf with the exception of s.s. Taishan on Saturday the 2nd Jan. when sailing will be from Canton Steamers' Wharf.
Special return fares of \$5.00 on Friday, Saturday, & Sunday.

**SAILINGS SUBJECT TO ALTERATION.**

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 54 (S. G. 5420, G. 5440)

SHIDZUKA MARU ... Wednesday, 6th Jan. at 11 a.m.

YOKOHAMA MARU ... Thursday, 28th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KAMO MARU ... Saturday, 2nd Jan. at 11 a.m.

KATORI MARU ... Saturday, 16th Jan.

ATSUTA MARU ... Saturday, 30th Jan.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES, GLASGOW

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 20th Jan. at 11 a.m.

MISHIMA MARU ... Wednesday, 24th Feb.

NEW YORK and/or BOSTON via ANAMA.

TATSUNO MARU ... Sunday, 17th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

TOTTORI MARU ... Sunday, 3rd Jan.

TAMBA MARU ... Saturday, 9th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Sunday, 10th Jan.

SHANGHAI, KOBE & YOKOHAMA.

TOKUSHIMA MARU ... Thursday, 7th Jan.

CEYLON MARU ... Saturday, 4th Jan.

HAKONE MARU ... Tuesday, 12th Jan.

SUWA MARU ... Tuesday, 26th Jan.

For further information apply to—
NIPPON YUSEN KAISHA, Ltd.
Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" ... Sails 31st Jan.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING, CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO" ... Sails about 10th Jan.

S.S. "VENEZIA" ... Sails about 10th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "VIMINALE" ... Sails about 4th Jan.

M.V. "ESQUILINO" ... Sails about 31st Jan.

S.S. "VENEZIA" ... Sails about 15th Mar.

NATAL LINE OF STEAMERS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st Jan.

Sails from Colombo 12th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone Central 1030.

Agents.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

BARCELONA & OTHER SPANISH PORTS.

LEGAZPI ... 15th Dec.

C. LOPEZ Y LOPEZ ... 8th Feb.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

LEGAZPI ... 26th Nov.

C. LOPEZ Y LOPEZ ... 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply to—

BOTFHO BROS.

Tel. 1321.

Alexandra Building, Hongkong.

O. D. BARBETTO, Ltd. 28, Central Avenue, Canton.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal 25th January.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Sailing from Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CAIRO" 30th December.

For Marseilles, London, Rotterdam & Hamburg.

S.S. "KIOTO" 4th January.

For Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" 23rd November.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, & Madagascar.

AUSTRAL-INDIES LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Melistan" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "TAIPING"**

This Vessel will sail hence on her maiden voyage during the first half of January, 1926 (date to be advised later)

FOR
MANILA, PORT BANGA, ZAMBOANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TANNIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

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DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haining ... W. C. Passmore | TUES. 5th inst. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haiching" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers. Next Sailings. From Marseilles. Pre. arr. at H'g. and Sailing for 'H'hai & Japan. Pre. B. Sailing from H'kong for M'les.

AMBOISE 5th Jan.

AMAZONE 19th Jan.

FONTAINEBLEAU 4th Dec. 6th Jan. 3rd Feb.

D'ARTAGNAN 8th Dec. 24th Jan. 16th Feb.

ANGKOR 1st Jan. 3rd Feb. 2nd Mar.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class } 1st Class £95.00 } B. Class 1st Class £83.00
Steamers } 2nd Class £68.00 } Steamers 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "SI KIANG" from Dunkirk, L'don, Havre is due to arrive about 21st Jan.

For full particulars apply to

Phone: Central 740

Messageries Maritimes Co., 5 Queen's Building.

CONSIGNEE NOTICES**NOTICE TO CONSIGNEES**

OCEAN STEAM SHIP COMPANY, LTD.

and

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees of Cargo per Company's Steamers

"OANFA"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on and after 30th December.

HOTELS.

THE
HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND

SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.

In association with the Grand Hotel
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KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.
First Class Billiard Room and Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.
CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
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SINGAPORE.
FOR
COMFORT—FOOD—MUSIC—DANCING
Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM
Telegrams "Europe Singapore". **ARTHUR E. ODELL**
Telephone 2740. Managing Director.

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PURE MANILA ROPE
"THE CORDAGE YOU CAN TRUST"

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SIZES FOR ALL
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PURE MANILA
HEMP
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Korea, Japan, including steamship and railway tickets,
Hotel and sleeping car reservations. Sight-seeing with
native guides, etc.
Other holiday trips arranged to the Philippine Islands,
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Kobe, Manila, Calcutta, and Bombay.
Representatives at other principal points.

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4A, Des Voeux Road, Central.
Phone C.4625.

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PERCY FRANKLIN, at 11, Ice House Street, in the City of
Victoria, Hongkong.

CHILDREN'S SPORTS.

HAPPY TIMES AT K.C.C.

The annual children's sports,
organised by the Kowloon Cricket
Club, were held yesterday after-
noon, and were largely attended by
children and parents. Excellent
arrangements were made, and the
various events were carried off
without a hitch. The President of
the Club is Mr. R. E. Lindsell, and
the Secretary Mr. S. E. Green.
Tickets were issued to children who
did not win a race, and on present-
ing them at a stall they were each
given a prize, so that not a child
went home empty-handed.

In asking Lady Clementi to distri-
bute the prizes, Mr. Lindsell said
the sports had been held for twenty-
one years, and he expressed
pleasure at seeing so many chil-
dren taking part. They must
thank Mr. Abraham and his com-
mittee, and numbers of other will-
ing workers, especially those at the
Kowloon Docks. They must also
thank the numerous subscribers to
the sports fund. It was an
auspicious occasion to have Lady
Clementi presiding, because news
had reached the Colony that the
King had bestowed a well earned
Knighthood on the Hon. Mr. Cecil
Clementi. It was therefore her
first appearance in public as Lady
Clementi.

When the prizes had been given
out, Miss Lindsay, daughter of the
Rev. G. R. Lindsay, presented Lady
Clementi with a silver bowl con-
taining flowers.

THE WINNERS WERE:—

GIRLS' EVENTS.
Skipping race (handicap, 14 and
under).—1 Phyllis Gittins, 2 Peggy
McCaw, 3 Nellie Docherty.
Flat race (handicap, 6 to 9).—
1 Peggy McCaw, 2 Winifred Raven,
3 Dorothy Raven.

Skipping competition (under 10).
—1 Ethel Banker, 2 Lily McAlinsh,
3 Jean Bryson.
Flat race (handicap, under 6).—
1 Muriel McCaw, 2 Kathleen Bolt,
3 Doris Frith.

Potato race (10 to 14).—1
Marion Bryson, 2 Ina Brown, 3
Edith Mead.

Skipping competition (10 to 14).—
1 Alice Blythe, 2 Edith Mead, 3
Iris Frith, 4 Una Mitchell, 5
Clarice Allen.

Flat race (handicap, 14 and
under).—1 Marion Bryson, 2 Phyllis
Gittins, 3 Peggy Everest.
Musical Chairs (8 to 14).—1
Clarice Allen, 2 Barbara Walker,
3 Una Mitchell.

Egg and Spoon race (scratch, 14
and under).—1 Ellen Smith, 2
Catherine Chester, 3 Nora Branch.
Flat race (handicap, 6 to 14).—
1 Marie Clarke, 2 Doreen Leonard,
3 Dorothy Reid.

Flat race (handicap, 4 and
under).—1 Frances Long, 2 Doreen
Watson, 3 Doris Frith.

Relay race (teams of 4, scratch,
9 to 14).—Winning team:—Nellie
Docherty, Edith Broadbridge,
Bessie Macalish, Betty Christman-
sen.

BOYS' EVENTS.
Potato race (scratch, 10 to 12).
—1 William Coys, 2 Leslie Evans,
3 Aleck McFarlane.

Boys' race (scratch, under 12).
—1 Billy Miller, 2 Edward Frith,
3 Norman Whibley.

Obstacle race (handicap, 10 to
14).—1 Sonney Christie, 2 Jimmy
Smith, 3 Leslie Evans.

Relay race (teams of 4 scratch,
10 to 14).—winning team:—Stan-
ley McNider, Eric McNider,
Jackie McAlinsh, Reggie Woolley.

Flat race (handicap, 6 to 9).—
1 Ivo Watson, 2 Gerald Abraham,
3 Dickie Branch.

Sack race (handicap, 8 to 14).
—1 Sonney Christie, 2 Eric Flem-
ing, 3 Arthur Chester.

Tug-of-war (teams of 8).—win-
ning team:—Billy Miller, Denis
Kelly, Reggie Woolley, Eric Flem-
ing, Leslie Marshall, Cecil Jen-
nings, Eric McNider, Jimmy
Smith.

Flat race (handicap, 4 to 7).—
1 William McFarlane, 2 Billy Mac-
donald, 3 Jackie Nicolls.

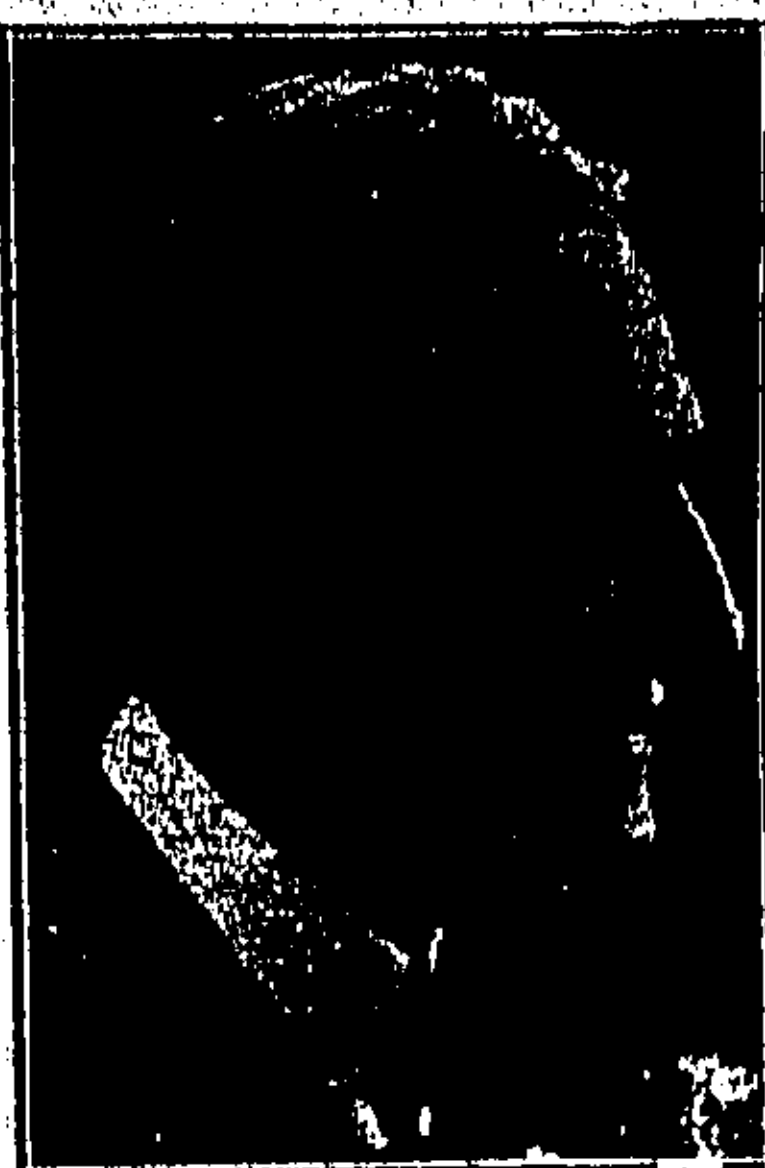
Three-legged race (handicap,
10 to 14).—1 Stanley McNider and
Reggie Woolley, 2 Denis Kelly
and Leslie Marshall, 3 Billy Mil-
ler and Harold Brown.

Flat race (handicap, 8 to 10).—
1 Ivo Watson, 2 Samuel McBrown, 3
T. Chapman.

Flat race (handicap, 4 and under).
—1 Reggie Savage, 2 Eddy Burford,
3 Allan Ezra Goldenberg, 4 Edward
Harley.

Wheelbarrow race (scratch, 6 to
14).—1 Jimmy Smith & James Gour-
lay, 2 Arthur Chester & Harold
Brown, 3 Bobby Everest & Douglas
Smith.

IN HONOURS LIST.



Sir Cecil Clementi,
Governor of Hongkong, who
receives the K.C.M.G. decoration.



Sir Chow Shou-son,
who has been elevated to
the rank of Knight Bachelor.



Admiral Sir A. Duff,
who receives the Bath
of the Order of the Bath.

SHIP'S PRIZE.



Captain A. Totaka and the
silver cup which was award-
ed to the Toyo Kisen
Kaisha s.s. Tonyo Maru as
first prize for "foreign" class
flagships of private steamship
lines, in competition for the
honour of being the best
decorated in the harbour
during San Francisco's re-
cent California Admission
Day celebration.

The grave of William Perry, of
Tipton, Staffs, who was known as
the "Tipton Slasher," and was
champion of England until
he fought Tom Sayers in 1857,
has been restored by public sub-
scription. Perry was buried at
Dudley, Worcestershire, in 1880.

Consolation race (handicap, up to
14).—1 Arthur Smith, 2 Kenneth
Nelson, 3 Lester Falla, 4 Addison
Hargrave.
Band race.—1 Donovan, 2 Ber-
ryman, 3 Martin.

OBITUARY.

SIR JOHN LE SAGE.

London, Jan. 1.
The death is announced of Sir
John Le Sage.—*Reuter.*
[The late Sir John Merry Le Sage,
was for many years the managing
editor of the *Daily Telegraph*, from
which position he retired in June
1923. Acted as special correspon-
dent in France, Germany, Italy,
Russia, Egypt, America and Canada.
Was with the German army in the
campaign of 1870-71.]

Admiral Noel.

London, Jan. 1.
The death is announced of Ad-
miral F. C. Noel.—*Reuter.*
[The late Admiral Francis Charles
Noel was given the
Khedive's medal for operations con-
ducted in the Red Sea, and later
served with the International Ex-
pedition for the relief of Kandahar,
Crete. He commanded the Walaroo
during the China War in 1900 and re-
ceived the China medal. He was
officially present at the inauguration
of the Australian Commonwealth.
He commanded H. M. S. Hood in
Home waters. Was made a Rear-
Admiral in 1907, retiring as Admiral
in 1915.]

COURT MARTIAL.

AN INDIAN IN TROUBLE.

Charged with making a false
accusation against a Subadar,
well-known the same to be
false, Havildar Sher Muhammad,
of the 1st Hongkong Singapore
Puck Battery, Royal Artillery, ap-
peared before a Court Martial as-
sembled at Victoria Barracks
yesterday.

It was alleged that after being
informed that he had been offered
promotion as a Salutri Havil-
dar, he went to Sergeant Raymond
Victor Manley and told the latter
that Subadar Piran Ditta had asked
for \$100 as a condition for put-
ting in a word of recommendation
for this promotion.

The accused was defended by
Mr. Somerset Fitzroy, who put in
a plea of not guilty.

The trial is proceeding to-day.

MEXICAN DISASTER.

EXPLOSION IN A MINE.

Eagle Pass (Texas), Jan. 1.
Advices from Mexico state that
forty-two bodies were recovered
from the Mexican National Railway
coal mine at Pala, in the State of
Coahuila, where an explosion oc-
curred on December 26. It is fear-
ed that there are a number of
dead still unrecovered.—*Reuter's*
American Service.

AFRICAN PROBLEMS.

THE ASIATIC QUESTION.

Port Elizabeth, Jan. 1.
Mr. Creswell, Minister for De-
fence, in a speech outlined the
Government's defence proposals,
the main feature of which is the
reduction of the peace strength
from 10,000 to 8,000 men.

Mr. Boydell, Minister of Labour,
declared that the Government were
going to tackle the Asiatic prob-
lem and going to see that they
in South Africa were masters of
their own house and not going to
be ruled from Calcutta, Delhi or
even London.—*Reuter.*

RUSSIAN SCANDAL.

DEPUTIES UNDER
SUSPICION.

Warsaw, Jan. 1.
The close relations and alleg-
ed financial transactions between
the Soviet Minister, M. Wojkoff,
and a number of Deputies has at-
tracted considerable attention and
an investigation is expected. A
demand will also be made for the
expulsion from the Diet of De-
puties found to have accepted any
financial consideration from a re-
presentative of any foreign
Power.—*Reuter.*

"Free People" is the title of
Germany's first Republican prop-
aganda film, which shows in an
exceedingly interesting series of
pictures how throughout the cen-
turies the sons of the nation were
sold by their princes into the ser-
vice of foreign kings right down
to the day when the royal head
of State escaped over the frontier
to Doorn.

Entertainments.

THE WEEKEND AT
THE QUEEN'S

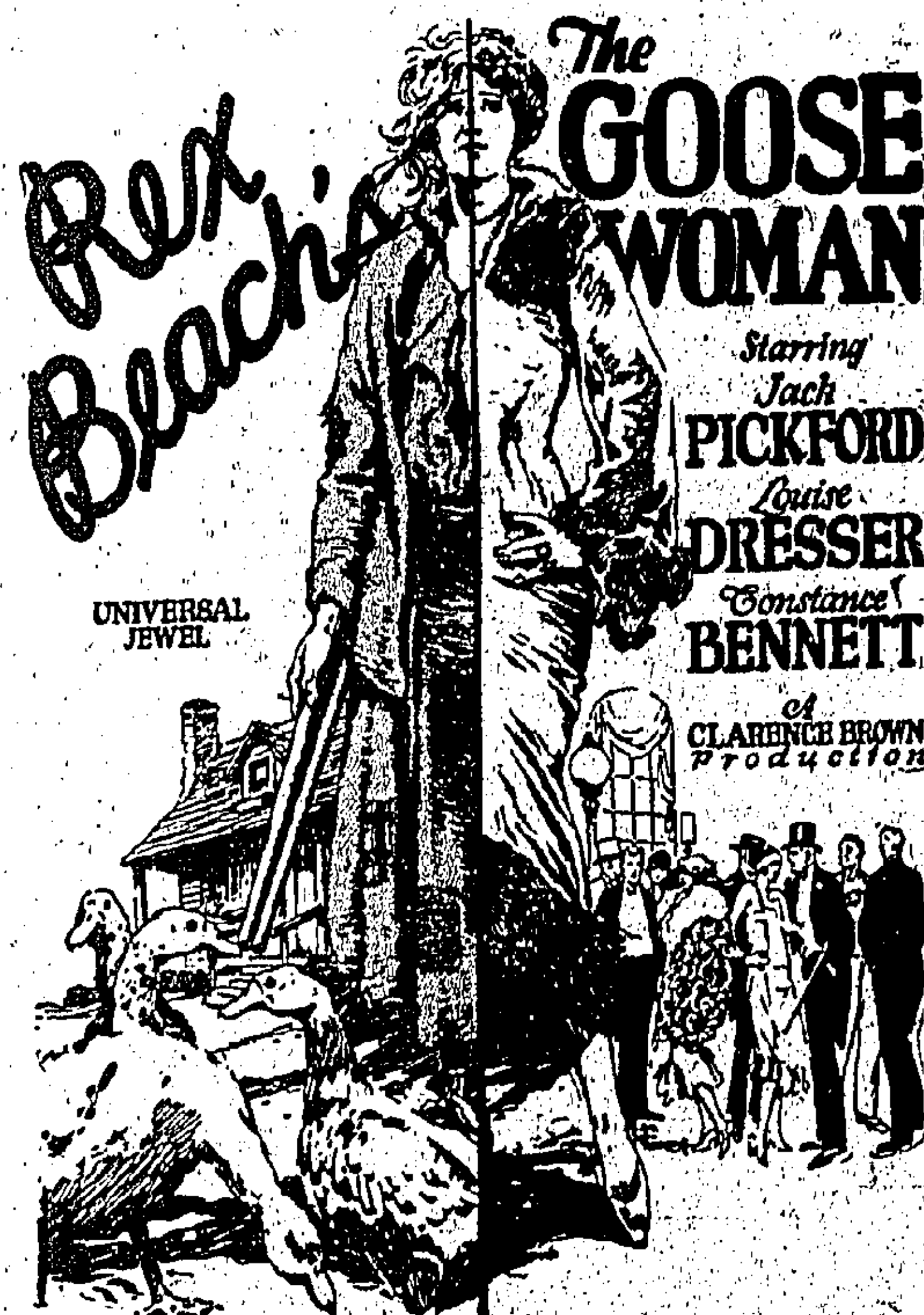
TO-DAY and TO-MORROW

D.W. GRIFFITH
Presents
SALLY
OF THE
SAWDUST
with
CAROL DEMPSTER
and **W.C. FIELDS**
Adapted by FORREST HALSEY
Story by DOROTHY DONNELLY



Sally
In circus togs,
Sally in silks,
She'll make you
laugh; she'll also
make you weep.
Sawdust or mansion,
poverty or wealth,
tatters or velvets,
all the same to her.
She's innocent, daring,
care-free, child-like,
but loyal, devoted, to
that adorable rogue
she calls
"Pop"

STARTING SUNDAY



HOLIDAY CRICKET

NAVY'S BIG SCORE.

Playing in the last match of
the triangular tournament
against the Hongkong C.C. on
the Club ground yesterday in the
two-day match, the Royal Navy
compiled the big total of 332
runs. The H.K.C.C. had lost
three wickets for 61 runs when
stumps were drawn.

At the close of play the two
men not out for the Club were
A. W. Hayward, 25, and H.
Owen-Hughes 31.

The match will be continued
to-day.
O.S.C.C. "A" v. NAVY "A."
Playing on the home ground,
the Civil Service C.C. "A" lost to
the Royal Navy "A" by 84 runs.
The scores were:—O.S.C.C. "A,"

78; Royal Navy "A," 162.
Varsity Match.
Victory, by 96 runs, went to
the "Present" team in the
annual University match with
the "Past." Each side played
twelve men. The scores were:—
"Present" 235; "Past" 139.

The Hongkong Hotel Bus
Service will run as usual starting
from Statue Square. Car hire
service booking office is at the
entrance to the Cafeteria.

The French Consul and Madame
du Courthial were "at home" at
their residence, at Peak Road
yesterday to a large number of
their friends and compatriots on
the occasion of New Year's Day.
Greetings were telegraphically
received from the French Admiral
and French naval vessels on the
Far Eastern Station.